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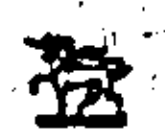
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TILTS AT ABERDONIANS.

LIBELS OF THE NORTH OF THE
TWEED.

A COLLECTION OF JOKES.

A correspondent in a recent issue of *T.P.'s and Cassell's Weekly* has the following humorous article dealing with Aberdonians:

The generosity of Aberdeen in the matter of humorous anecdotes is proverbial, or deserves to be. Thus not long since a Scottish firm published a little collection of them, compiled by a gentleman confessing to the name of "Allan Junior," and though not all the best stories of the Aberdonian are to be found there, a few of them demand inclusion in this very eclectic selection. There are two belonging to the variety in which a Jew makes his appearance.

Jew and Scot.

There is the story of the Jew who arrived in Aberdeen to start business. On getting out of the station he saw a carter feeding a hen with the leavings of his horse's breakfast. It was too much for Ikey. He took the next train home. While journeying down the coast he got into conversation with some stranger. "That steamer's fine Aberdeen," remarked the stranger. "How do you know?" asked Ikey. "There's nae gulls following it," was the reply.

And of course there were two Aberdonians and one Jew attending what they understood to be a free lecture in London. During the course of the meeting a collection was announced. The Jew faints, and the two Aberdonians carried him out. But something of the irony of fate, the inevitability of destiny, hangs over the business partnership of a Jew and an Aberdonian. It was dissolved at the end of six months—they went blind watching each other. And there was the Jew who borrowed half a crown of a Scot and died of lead-poisoning.

"Tuppence Under The Plate."

It is said that an Aberdonian in London wrote home: "I'm enjoying my holiday, especially the restaurants, where I often find tuppence under the plate! P.S.—If there is no stamp on the envelope, it fell off in the post." But, of course, reputations can be torn to shreds by hearsay, and one ought to consider well before accepting even the report, that when a film entitled *The Woman Pays* appeared in Aberdeen the attendances at the local cinema broke all records. Still, one can't help recalling that other story about the Aberdonian who was asked by a companion on the tram-car, "I thought ye kept that lassie sittin' at the front?" "So I dae—but wait till she pays her fare."

"Never Thought o' Paying."

The national beverage has by the natural course of things found its way into anecdotes about the North Briton. There is, for example, among a great number of similar stories, that of the kiltie during the war who, having been entertained all the afternoon by an Australian without making any effort to "push the boat out" himself, was at last observed to put his hand in his pocket. The Australian, slightly sarcastic, said, "Oh, don't you think of paying; just leave that to me." "I never thought of paying; I was scratching me leg," exclaimed the indignant Scot.

Appropos of the assertion sometimes heard that cinema producers got the idea of slow motion pictures from watching two Aberdonians waiting to see who is going to pay for the drinks, there is curious confirmatory evidence in the story of Jock and Sandy who pulled up outside an inn during their Sunday afternoon walk. After they had stood several minutes outside waiting for one of them to lead the way in, Sandy said: "Weel, Jock, are we going to see a drop o' rain soon, think yae?"

"D'ye No Smell A Rat?"

But this slowness observed under certain circumstances may possibly be misleading, for it has often been said that mental processes of the Aberdonian are naturally slow. Hence the legend that they tell their children funny stories in their youth so as to make them happy in their old age. The point of the joke has time to dawn on them. Here, again, appearances may be deceptive, and the slowness may be no more than a mistrust of speech. There was an Aberdonian strain who trusted to the sense of smell. He had decided to propose. "I was here on Monday night, wasn't I, Jeannie?" "Ye wis that," "And I was here again on Tuesday night?" "That's so," Jeannie replied. "And I was back again on Wednesday night?" "Yes, George." "And this is Friday, and here I am again. Oh, Jeannie, d'ye no smell a rat?"

Financial Genius.

There is no denying the fact, however, that, try as we will to find variety in the stories from north of the Tweed, the financial interest is difficult to avoid. Even the Aberdonian who was ruined in business (a rather big pill to swallow) and decided to commit suicide is not exempt from alder. It is said that he asked the chemist for four-pennyworth of arsenic. "What for?" asked the chemist suspiciously, noting the man's haggard look. "For tuppence" was the prompt reply.

After that it seems only reasonable to introduce the chemist as the chief character. He was a local worthy in Glasgow. A man entered and asked to have a cough mixture made up. He refused a patent because of the "fancy price." (Continued on next column.)

A TRANSFORMATION IN GERMANY.

"HATS OFF TO FRANCE."

EVEN LUDENDORFF SYMPATHETIC.

BERLIN.

The leading Conservative paper, *Kreuzzeitung*, publishes an article headed "Balance of Power," with a pro-French and anti-British tendency. "Whereas we in Germany have hitherto been of the opinion that it was mainly France who was averse to seeing Germany recuperate, we are now made aware that our recuperation is at least equally unwelcome to England."

The *Kreuzzeitung* argues that England has always tried to reserve her position as arbiter amongst the nations of Europe, and that she is now watching Franco-German reconciliation with growing distrust; that she is "counteracting the German Orientation on the Continent"; that she is binding Poland to herself by financial help to the exclusion of Germany; and trying to neutralise German influence in Hungary. Feeling in France, contiques the *Kreuzzeitung*, is not against an understanding with Germany, but if England succeeds in "driving a wedge between Berlin and Paris she will continue to be arbiter on the Rhine, and therefore in Europe." In support of its thesis the *Kreuzzeitung* refers incidentally to an article by the "well-known foreign politician Augur" in the *Fortnightly Review*.

Der Jungdeutsche, the organ of the powerful patriotic league Jungdeutscher Orden, quotes the *Kreuzzeitung's* article with approval, and demands that the problem of Franco-German understanding be studied "with the highest seriousness."

Thus the symptoms multiply and reveal a remarkable phenomenon—namely, a general taking off of hats to France amongst those who only a short while ago exhausted the vocabulary of malice and hatred, who organised or applauded the assassinations of French officers in the Ruhr, who boycotted Frenchmen in shops and hotels, who rejoiced over the rise of Abdel Krim and mourned over his fall, who dreamt of the day when German armies would sweep across the Rhine and dictate a new peace in Paris.

Even Ludendorff.

The change has gone so far that even Ludendorff has been affected. In an article recently contributed to the *Deutsche Wochenschau* he showed much fellow-feeling for the French in their financial troubles, which he thinks are reducing them to Germany's status of a Daves Colony. Germany, he maintains, has no reason to rejoice over France's misfortunes. He is also sorry of the German unemployed, whom he calls the "Daves Army." He does not think the German people have awakened to realise their situation yet, but believes they will some day. He makes kindly suggestion that perhaps they have not suffered enough or long enough.

His article is full of dark hints about the invisible powers that rule the world, by which he means Wall Street and Lombard Street. He, too, shares the growing hostility towards England and America which seems to be accompanying the changed attitude towards France. All these emotions are getting a certain amount of encouragement from France, although somehow or other encouragement seems to remain rather unsubstantial. The German Nationalist press does not tire of pointing out that German visitors to Paris are much better treated than British or American visitors. Those Germans who are most "assiduous" in airing their French sympathies now are precisely those who used to preach hatred of France as a patriotic duty. The change is, of course, all to the good, for the evil of dangerous mass emotion seems to be vanishing from Germany. That the change should be accompanied by symptoms of Anglophobia is a pity, but the symptoms are not acute. It would seem to be rather like the slightly hostile distrust of a horse with blinkers towards any large objects they exclude from its direct line of vision.

After a few minutes the chemist handed him the mixture. "How much do you want for that?" the customer asked, pulling a handful of money out of his pocket. "That'll be two shillings and tuppence," replied the chemist. Placing twopenny on the counter, the customer bolted with the cough mixture, and was out of sight before the old chemist had reached the door of his shop. "Ah, weel," remarked the latter philosophical, "it canna be helped. I ha'e the better o' him by three ha'pence."

Ganny Ladies.

A lady has appeared in only one of these anecdotes so far, and then in a secondary rôle. In the following amends are made. (Scene: outside the jeweller's.) "It's a gold outside, an' it'll aye keep bonnie-like yerse!" Jeannie. "It'll jist need a dight wi' a clood whiles, an' then it'll no turn yellow." "Like mase!" me turn yellow—an' need dight wi' a clood whiles! Is that a wey tae speak tae a lassie? A'll return yer praisin' the morn's mornin', Mr. McGregor—after I've let Jock Macpherson see't." But, of course, there was also the boarding-house keeper. A tramp, weary with travelling the streets of Aberdeen all day without any reward, at last climbed four flights of stairs in the boarding-house to beg "tuppence for a bed." "Bring the bed here and let me see it," she replied cautiously.

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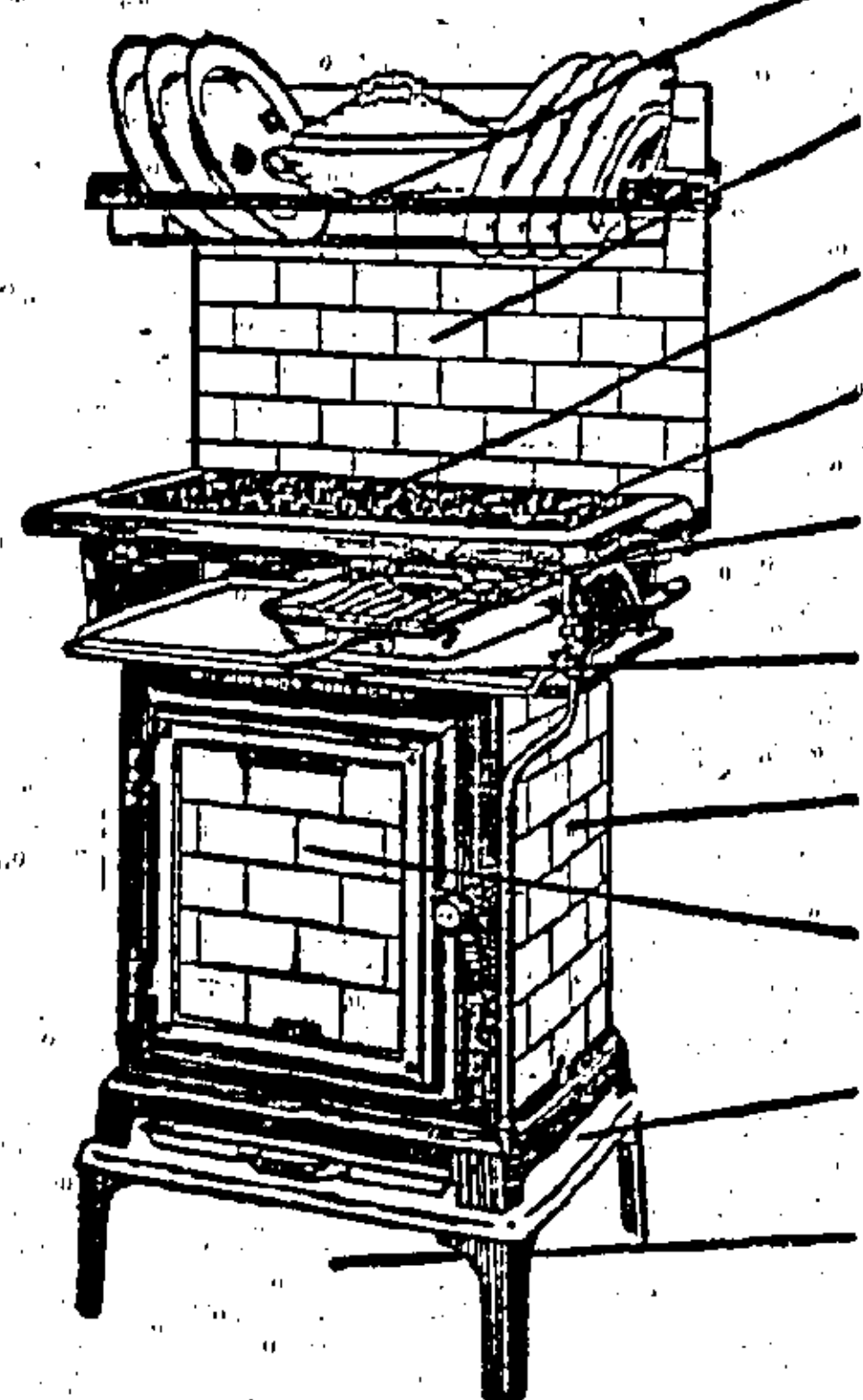
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RACING NOTES.

[By RAPIER.]

Yesterday morning saw a goodly number of enthusiasts round the rails including Mrs. R. J. Paterson who has just returned from the North. Mrs. Paterson is a keen horsewoman with a knowledge of training ponies second to none. Her support of racing and hunting is very real and her presence always creates an atmosphere of friendliness.

Brodie has not ridden for some time as he is training for the V.R.C. Swimming Races. He will, however, look after the interests of the Paterson's stable on Saturday. The following Jockeys will also be seen in the saddle:—Mr. Ralph for Messrs. Hall and Shenton; Messrs. Gordon and Cobbold for Mr. and Mrs. R. M. Austin; Captain Reidy for Messrs. Dyer and Beith; Mr. Stanton will ride his own ponies and Mr. Dunbar's; Dr. Macgowan will be up on Sunburst Rose in the 1½ mile "B" Handicap and on Drake in the Hunt Race; Mr. Charles will be on Golden Pheasant in the 1½ mile "B" Handicap and on New York in the Hunt Race; Mr. Feza will ride Lady Luck and Rayfield; Lieut. Comdr. Grant will have the mount on Mr. H. P. White's Saracen and Mr. Sewell will ride Mr. Tester's Demon Boy in the 1½ mile "B" Handicap.

A few ponies were tried out for the Polo Scurry yesterday morning. This Race usually produces a decent dividend as it only a 3 furlong Race with post entries.

In the Aggregate Stakes Goblin, Lady Luck, Brigade Call and Total Abstinence will face the Starter. Saligia is fit but has been wisely let down. He has 12 points to his credit. Total Abstinence has only 3 and Brigade Call 2. If Total Abstinence wins on Saturday Saligia will have to go out in the November meeting to make sure of the Cup.

Times taken yesterday were as follows: Regent (boy), 1 mile: 1.49; last quarter, 31.1.5. Fireworks (Mr. Gordon), 1 mile: 1.49; last quarter, 31.1.5. Dobbin (boy), 1 mile: 43.4.5; 1.30; 1.53.2.5; last quarter, 33.3.4. September (boy), 1 mile: 2.29; last quarter, 33.3.4. Sandpiper (Stanton), 1 mile: 1.35; 1.08; 1.43.2.5; last quarter, 33.3.4.

The Grass Course is in fairly good condition and the Clerk of the Course is to be congratulated on fighting the elements so successfully. There are one or two rather wet spots on the course which will no doubt receive attention and it should be possible to gallop on the grass on Friday morning.

My selections for the different races will appear in Saturday morning's issue.

FANLING HUNT.

The following is the programme for the Steeplechase Meeting on the 30th inst.:—

1.—MALDEN PLATE.—1½ Miles.
For China Ponies that have started at Kwanti Steeplechases and have not won. Catch weight 160 lbs. Entrance fee \$5.

2.—OPEN HEAVYWEIGHT STEEPLCHASE.—1½ Miles.
For China Ponies. Catch weight 165 lbs. Entrance fee \$5.

3.—AUTUMN HANDICAP STEEPLCHASE.—1½ Miles.
For China Ponies. Bona fide property of subscribers of the Fanling Hunt. Entrance fee \$5.

4.—OPEN LIGHTWEIGHT STEEPLCHASE.—2 Miles.
For China Ponies. Catch weight 150 lbs. Entrance fee \$5.

5.—UNITED SERVICES RACE.—1½ Miles.
Open to Navy, Army, Royal Air Force and Hongkong Volunteer Defence Corps. For China Ponies. Catch weight 155 lbs. Winner of one Steeplechase 7 lbs. penalty; of two or more 14 lbs. penalty. Entrance fee \$5.

The Course is in excellent condition and it is hoped that members of the Hunt will bestir themselves and make the opening meeting a big success.

LAWN TENNIS.

THE ARAGONS' VICTORY OVER TILDEN AND COEN.

By the *As. Empress of Asia* yesterday en route to Manila from the United States, was Mr. G. Aragon, one of the two brothers who represented the Philippines in the last Davis Cup Competition. His brother preceded him home two months ago.

As is generally known, the Aragona although unsuccessful in the Davis Cup matches against Japan, had a successful tour in the United States. They met and defeated many famous players and have even to their credit the victory in a doubles match in which Tilden was one of the opponents. The match in question was in the semi-final of the Tri-State Championship at Kansas City, and Junior Coen was Tilden's partner.

CRICKET.

INTERPORT TRIAL.

The following teams have been selected to play in the Interport Trial match on the H.K.C.C. ground on Saturday, at 2 p.m. The match will be continued on Monday, 11th, at 11 a.m. The sides have been chosen as far as possible to represent old Interport players against those who have not played in Interport matches.

A. W. Hayward's side:—A. C. I. Bowker, B. D. Evans, J. D. Humphreys, S. A. Ismail, R. E. H. Olivett, A. W. Ramsay, A. A. Rumjahn, H. Standage, C. D. Wales, and Capt. R. A. Warters. E. J. R. Mitchell's side:—Capt. C. A. Bridgland, Capt. N. C. D. Brownjohn, W. Brace, Capt. Evers, F. C. Goodwin, S. Jex, G. P. Lammert, Major Lightfoot, J. Lyall, H. V. Parker, J. A. Summers, and G. R. Vallack.

RIFLE SHOOT.

KOWLOON DOCK TEAM AND EAST SURREYS.

GATHERING AT STONECUTTERS.

A shooting competition was held at Stonecutters during last week and when Mr. R. M. Dyer, of Kowloon Dock, entertained the East Surrey Regiment at a shoot against members of the dockyard staff.

There were five practices, application 200, snap shooting, fifteen rounds in one minute, application 500, and attack competition. The individual scores in each practice were:—

Surreys.

Lieut. C. H. Dickens	127
C.S.M. Parks	114
C.S.M. Estall	117
C.Q.M.S. Franklin	124
C.Q.M.S. Sales	112
Sergt. R. Hicks	127
Lieut. Sergt. C. Williams	119
Corpl. W. Meakes	120
Total	990

Kowloon Dock.

F. Goodman	134
R. Goodman	108
W. J. Rattey	88
G. Duncan	105
H. Duncan	81
G. H. Cuthill	114
D. Gow	100
R. Lapsley	105
Total	835

A silver cup was presented to each member of the winning team and a souvenir silver spoon to each member of the Dockyard team.

In a brief speech, Mr. R. M. Dyer referred to the spirit of sportsmanship which had been shown, and expressed regret at leaving the Colony. Lieut. Col. Montague-Bates, D.S.O., also expressed regret at leaving Hongkong.

Other speeches were made by Mr. H. B. White and Mr. F. C. Goodman, the latter, on behalf of the Dock, saying that the old staggers who had shot that day were about to give up shooting and introduce younger blood to carry on the excellent work.

VALENTINO'S WILL.

£100,000 AND TWO FILMS.

NOTHING FOR FIRST WIFE; 4s. 2d. FOR SECOND.

New York, September 9th.

The provisions of the will of Rudolph Valentino, the film actor, have been revealed to-day by his lawyer, Mr. W. I. Gilbert, of Los Angeles.

The estimated value of the estate is \$100,000. This is exclusive of Valentino's interest in "The Son of the Sheik" and "Tre Eagle," his last pictures, which are still being shown, and from which the lawyer expects a large sum for the estate.

In addition to insurance policies for \$10,000 the estate consists of his Hollywood home, the value of which is estimated at \$25,000, his collection of armour and antiques, valued at \$15,000, motor-cars, horses, dogs, and his yacht.

The will does not mention Miss Jean Acker, the film actress, Valentino's first wife. His second wife, Miss Winifred Hudnut, the stepdaughter of an American millionaire perfumer, is bequeathed one dollar (4s. 2d.). The second Mrs. Natacha Rambova, a film art director.

The estate is divided equally between Signor Alberto Guglielmi (Valentino's brother), his sister Maria, and Mrs. Teresa Werner, the aunt of the second Mrs. Valentino, who remained his housekeeper after her niece left the actor to divorce him. Mrs. Werner is stated to have won his affection by her devotion.

The will was drawn up a year ago and replaced an earlier document leaving the whole estate to the second Mrs. Valentino.

Mrs. Werner, it is understood, is in Nice with her sister and the second Mrs. Valentino.



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Made by hand—One at a time!

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"SNOBBISH ENGLISH."

HOUSES OF HONGKONG AND SINGAPORE.

AN INTERESTING COMPARISON.

The following letter, under the heading of "Snobbish English," appears in the *Straits Times*:

"It is a fact to be noted that in Hongkong European occupation of terrace houses has always been an accepted state of affairs. In Singapore until recently it has been regarded as not 'quite the thing.'—Extract from the *Straits Times*, September 25th, 1925.

Sir,—Thackeray once wrote that the English were a "nation of snobs" and the above extract requires no underlining to realise how utterly right he was. Scotch and Irish were not included by the great writer, for whatever else they may possess snobbishness plays no part in their lives; it is left entirely to the English to develop this trait to its highest pitch, as apparently has been done in Singapore. Do not think me prejudiced in favour towards either Scotch or Irish, as I happen to be English also. Who are these worthy snobs of Singapore excelling even those whom Thackeray portrayed that have laid down the dictum that a terrace house is "not quite the thing"? I certainly have no experience of terrace houses, never having dwelt in one either here or at home. I know people who do, and appear quite content, and should have imagined that what is good enough for the European in Hongkong is equally good enough for the European in Singapore. Apparently not, and this is just where the average Englishman slips up after a short residence in this city.

First of all he is content to "toddle" to the office in a ricksha; even if he lives near a tram line he seldom bestows his patronage on the Tramway Company, even though the cars are now more comfortable, cheap, and rapid than a ricksha. No, as one individual informed me when I asked him why, since he lived so close to an excellent service of trams, did he prefer the tedious not to say hazardous journey by ricksha, he replied that he could not travel in the same vehicle that his subordinate staff also used without a loss of dignity! Now this type of Englishman would doubtless bitterly resent being labelled "a snob" but under what other name could you classify him?

To return to our Singapore immigrant, after the ricksha and possibly motorcycle period has somewhat lost its savour, you then find him launched out in a car probably only a little less ornate and costly than his *Tan Bessie's*. This may have been obtained on the hire purchase system, for with surplus cash he will not be unduly blest. He then tires of the eternal dreariness of boarding houses, for which no one can blame him, and clamours for a residence, but finding that as the empty houses are too palatial, (Continued on next column.)

FORD FACTORIES ADOPT FIVE-DAY WORK POLICY.

8 OFFICE HOURS DAILY WITHOUT OVERTIME.

DETROIT, September 26th.

It was officially announced to-day that a five-day week will be the standard in the Ford industries henceforth. The day will continue to be eight hours without overtime. Wages will not be left on a six-day basis, except according to merit. The management states it hopes all workers will repay the day of leisure with an effort warranting their being granted this extra emolument.

The change will not go into effect in every branch of the Ford industries immediately, but it will be gradually introduced. Increased efficiency of machinery is one of the reasons given for shortening the number of days as six days work can now be done in five with the improved methods as the innovations entails no decrease in production.—Associated Press Radio.

betakes himself to a hotel or flat generally quite beyond his means, so that he is continually on the brink of bankruptcy until such time that he attains a really substantial increase in salary.

Now this is all wrong. Even terrace houses being occupied by Europeans will not solve it, as the rents of these will soar, and the Chinese small townway is better able to pay the increase than the European in a subordinate post. The mistake that is being made, in my opinion, at the present time in Singapore is that the type of house (apart from shophouses and Government and Municipal quarters for their subordinates which, be it noted, are not far from European occupation) being built is far too elaborate and, therefore, costly for the European in a small way to even dream of renting.

Both the Government and the Municipality are to blame for the too high standard of building required, especially the Municipality, if they desire to ease the housing problem in a genuine manner.

I have visited many tropical cities other than this, and in none, I venture to state, do you find such ambitious houses, frequently ugly and unsuitable for the tropics and costly to maintain, as are many of the compound houses now being erected in different parts of the municipal area. They are mostly planned to meet the needs of the European who has money to burn.

What is wanted, and wanted badly in the rural areas, is more of the type of good estate bungalow which is infinitely cooler, more picturesque, and less, far less, costly than some of these concrete barns at present being erected.

Against this, I believe that the Municipality considers this type of bungalow to be beneath the dignity of a city like Singapore, thereby again though perhaps unconsciously subscribing to the bending of this letter.—Yours etc.

THE TRADE OUTLOOK.

FEELING OF OPTIMISM.

EVERYTHING IN READINESS FOR RETURN TO NORMAL BUSINESS.

The definite statement by Mr. Eugene Chen, published in the *Daily Press* yesterday, has created a feeling of optimism in business circles. During the past fortnight there has been doubt and speculation regarding the termination of the boycott but the general opinion now is that the Canton Government mean to make a sincere attempt to bring about a resumption of trade and that Mr. Eugene Chen would not have spoken in the way he did unless he was absolutely assured that he had the power to carry the new policy into effect.

As the matter is viewed by the British merchants, the Canton Government have, in effect, stated their reputation openly upon the issue and as they cannot see that there is any object to be gained by the Kuomintang in raising false hopes they are prepared to accept the Foreign Minister's declaration without question and to await expectantly for the "turning of the tide" on Monday next.

Steamers are ready and there will be no delay in resuming business when once it is apparent that business may be conducted under normal conditions.

M. Karakhan.

It is now reported that M. Karakhan is not visiting Canton for the time being. It was announced from Shanghai that he had started on his way South and in Canton it was stated that he was on board the *Sandviken*. This latter information appears to have been correct, but the *Sandviken* has gone to Vladivostok.

The American Minister.

The following letter addressed to the Acting Minister for Foreign Affairs by the American Consul has been issued by the Canton Information Bureau:

"My dear Mr. Chen,—In view of statements recently published in several newspapers alleging that the American Minister had made a speech or speeches while in Canton, it seems proper for me to inform you that Mr. MacMurray made no speeches of any sort on any subject while he was in Canton, nor did he authorize any public statement of any sort.—Very sincerely yours, "DOUGLAS JENKINS."

CANTON ITEMS.

[FROM OUR CHINESE CORRESPONDENTS.]

General Chiang Kai Shek, Commander-in-Chief of the Kuomintang Army, and Chairman of the Kuomintang, is now at Shek-kiang and will proceed to Tsing-kiang to direct military operations. It is not believed in Canton that he will return from the field in order to preside over the full session of the Central Executive Committee, which will meet in extra session in Canton on October 10th.

The Kuomintang Army Headquarters in Canton has since October 1st been rushing troops to Shek-kiang, Shek-ki, and other important cities in the vicinity of Canton proper. A careful survey of the politico-military situation in these communities does not warrant the statement that the Kuomintang is at present in danger of being ousted by the "anti-Reds." The growing influence of the "anti-Reds" in Kwangtung, however, is requiring attention of the Kuomintang.

The Kuomintang is going to pay its army 80 per cent. of the regular wages, reserving the balance as "savings" to the credit of the officers and men concerned.

Kuomintang leaders have assured the men and pickets of the Canton Strike Committee that they will direct the Kuomintang Ministry of Finance to appropriate \$2,000,000 for the relief of the strikers.

The Kuomintang is asking all tax-payers who have not paid their 1927 rates in advance to do so immediately.

The Opium Monopoly Administration of the Kuomintang in Kwangtung and Kwangsi will now come under one chief, who will supervise the sale of this drug in the two provinces.

As previously reported, Dr. Lin Tze Fung, Director-General of the Kuomintang Department of Revenue, will be commissioned Special Collector of the Canton Port in charge of the collection of the surtaxes on Customs duties.

On October 5th the Kuomintang secret service in Canton arrested nine political suspects and also discovered at a place in Honan a quantity of bombs and daggers.

During the last few weeks the special committee of the Chamber of Commerce at Wuchow, and other trade guilds there have taken in more than \$3,000,000 worth of twenty-cent pieces, spurious coins minted by previous administrations of militarists. The merchants have been willing to stand some losses in order that the had money shall be withdrawn, and the Kuomintang militarists have agreed not to force the public to circulate low grade coins.

(Continued on next column.)

STANDARD RENT.

ASSESSOR'S AID SOUGHT.

CASE, FURTHER ADJOURNED.

The case was continued at the Summary Court yesterday involving the position of a mortgagee who, in default of interest payment by the mortgagor, took over control of the premises in respect of which the mortgage was made only to find that rent in excess of standard rent had been paid to the mortgagor and that the tenants claimed to be entitled to refrain from paying further rent until the excess had been met.

Mak Tung Shi claimed \$1,000 (through her attorney, Ip Li Kong) from the National Optical Company, tenants of the premises in question, in respect of rent.

Mr. M. K. Lo was for plaintiffs and Mr. L. D. Turner for defendants.

Mr. Turner said that he had no further evidence to call as to what the rent was on the occasion of the first letting of the domestic tenements as a separate letting after December 31st, 1920. At the last hearing His Honour had forced him (Mr. Turner) into an adjournment by holding that under section 2 of the Rents Ordinance, 1922, sub-section (2), this clause was not the proper one for him to use to satisfy his Honour as to what the standard rent of these premises was.

A Misunderstanding.

This holding, said Mr. Turner, was contrary to a previous judgment which his Honour himself had given.

His Honour replied that he had read this judgment again and was prepared to admit that his interpretation at the last hearing had been at fault. The misunderstanding arose out of his taking the words "actually let" as meaning "occupied." His view was still in accordance with the previous judgment.

Mr. Turner quoted referred to powers conferred in the event of the domestic tenement not being let at the time but having been let at some previous date and held that the assessor's certificate which he had put in previously was some evidence that the tenement in question had been let on some previous date. It was some evidence of the standard rent and as it was all that the court had to go on he (Mr. Turner) claimed that it was sufficient.

His Honour indicated that he was not in agreement and Mr. Turner asked for an order for the production by the assessor of relevant documents, a series of books containing returns for each year.

"Undesirable Precedent."

His Honour was about to make the order when Mr. Lo said that he would like to be heard on the point. In a case of this kind one had to bear in mind that the principle of the Ordinance was to keep the roof over the head of the tenant. On the day of the mortgage, the mortgagee, before advancing the money, went to the tenants to find out what they were paying in rent. It was on the strength of this total that he had made the advance to the mortgagor.

There was no question here of keeping a roof over the head of the tenant, said Mr. Lo. Mr. Turner had already had four or five days to procure evidence as to standard rent. Mr. Lo submitted that his Honour would be creating an undesirable precedent in making an order such as that asked for. The proper terms of the application should have been for an adjournment in order that Mr. Turner might produce this further evidence.

His Honour agreed and granted an adjournment on the question of standard rent.

There was further argument as to whether the tenant was entitled to deduct the amount of excess paid in the past over standard rent from the rent payable to the mortgagee in possession.

The case was adjourned.

Strikers Dissatisfied.

Strikers in Canton have been holding group meetings during the last few days, secretly deciding to oppose the restoration of the Canton-Hongkong traffic and to continue the anti-British boycott. The reason for this change of attitude—for at one time it was thought that they would follow the Kuomintang change of policy—is attributed to the failure of the Kuomintang to do something for the immediate relief of the strikers and pickets.

Mr. Eugene Chen and other leaders, however, are determined to enforce their new policy; and a clash between the Kuomintang leaders and some Labour Union agitators may be expected, according to Chinese opinion.

Kuomintang Leaders Anxious.

General Tan Yan Kai, Mr. Chang Chiang Kiang, and other Kuomintang leaders are very anxious regarding the development and have wired to General Chiang for instructions. They even suggest that he should return to Canton in connection with the question of terminating the boycott, as it was at General Chiang's expressed wish at the beginning that the Kuomintang leaders took up the initiative of ending the picket nuisance.

An effort is being made to calm the dissatisfied agitators, and the merchant class in Canton is also working to assure the strikers that everything will be done for their benefit after the difficulty is over.

THE PIRACY OF THE CUSTOMS LAUNCH.

MISS SCARLETT'S ORDEAL.

MR. POULTER BELIEVED TO HAVE BEEN SHOT.

A detailed report of the piracy of the Customs' launch, *Kongmoon Chai*, was received in the Colony yesterday. Miss Leonore Scarlett, the Canadian lady missionary, was for six days imprisoned in the engine room. It is now feared that Mr. Poulter, the European Customs Officer, and the three members of the crew were shot when the pirates captured the launch. The engineer and the fireman of the launch escaped, and the information received is their story.

Three members of the crew were instigators of the well-planned attack, and before leaving Kongmoon they had smuggled two members of the gang on board.

Surprise Attack.

Soon after leaving Kongmoon shots on deck were heard, and it is feared that Mr. Poulter and the three loyal seamen were murdered out of hand in order that possession of the launch could be secured.

Miss Scarlett was taken from her cabin and placed in the engine-room with the engineer and fireman. Miss Scarlett was not badly treated, being provided with proper meals, but naturally her health has suffered from the anxious period whilst she was more or less imprisoned.

The launch was afterwards steered towards shore where the remainder of the pirate gang were picked up.

In an effort to disguise the vessel, it was painted black from stem to stern, and two or three days afterwards a large trading junk was pirated.

Driven Ashore by Typhoon.

The vessel was caught by the typhoon on September 29th and driven ashore at Kwang Mi. The real intentions of the gang, therefore, can never be known.

The pirates were then attacked by the "Militia" of a village just outside Kwang Mi, and after a brief fight were driven off. Miss Scarlett was taken by the villagers to the home of some Christian Chinese, where she was made comfortable until the arrival of H.M.S. *Robin*.

Launch Damaged.

Before evacuating the launch, the pirate gang stripped her of everything of value, and when she was towed off by the *Robin*, she was badly damaged. She is expected to reach Hongkong to-day.

Miss Scarlett is still at Kongmoon, recovering from the effects of her terrible experience. She has spent many years in China. Before the war she was engaged in missionary work at Wuchow. Miss Scarlett is able to speak the Chinese language fluently.

It will be recalled that a previous report stated that Mr. Poulter and six members of the crew were taken away by the pirates when the launch was abandoned. Nothing, however, has been heard of him since, and owing to the length of the time which has elapsed, and in consideration of the present information, it is now feared that the worst has happened.

THE "HSINFUNG" PIRACY.

CARGO HAUL OF OVER \$45,000.

EUROPEAN PASSENGER'S STORY.

It was ascertained yesterday that the Bias Bay pirates' cargo haul on the China Merchants' vessel, *Hsinfung*, was valued at over \$45,000. The value of the property stolen from the passengers can only be approximately estimated. It is said to be about \$20,000.

The European passenger on board was Mr. W. H. Kimberley, a Chinese Maritime Customs Officer, who was on transfer from Shanghai to Lungkow, near Chefoo.

Mr. Kimberley stated that he was not harshly treated by the pirates when they knew he was a passenger. At first they thought he was a ship's official, owing to his uniform. He was kept in his cabin, with an armed guard posted outside the door for the whole of the time the pirates were on board. Before going on the ship he had only just come out of hospital, and his nerves were all broken up. He added that although there was no loss of life, the pirates were very stern and rough. They cruelly intimidated the Chinese passengers, many of whom were almost continuously screaming, making sleep impossible. The pirates actually poured kerosene over some and threatened to set them on fire unless they disclosed the whereabouts of their valuables. They also threatened with knives.

The *Hsinfung* left for the North at noon yesterday.

PERJURY CHARGE.

CASE AFTER FIVE YEARS.

Having sworn before a commissioner of oaths as long ago as December 17th, 1921, a Chinese named Chan Chung Ming of Messrs. Hoo Cheong Wo (shipchandler) was charged with perjury at the Magistracy yesterday, and a remand was ordered.

Defendant is alleged to have told the Colonial Treasurer that certain property was left by Chan Sik To but omitted deceased's share of \$10,000 in the Yik Cheong firm.

Mr. W. B. Hind is for the defence and Det.-Sub-Inspector, C. P. Fallon for the prosecution. Bail was fixed at \$2,500.

CIGARETTES FOR PRISONER.

CHINESE WOMAN'S PLAN TO CHEER HUSBAND.

CASE FAILS.

A case for which no provision is made in the local Ordinances, was brought before Mr. J. H. B. Nihill, at the Kowloon Magistracy yesterday, when a Chinese woman was charged with attempting to smuggle to her husband, who was detained in the cells of the Shamshui Police Station, cigarettes, matches and a letter.

It was stated by Sub-Inspector McWalter that the defendant asked permission to take to her husband, who was detained by the police on a charge of theft, some cakes. Before granting the woman permission, her parcel was examined and the cigarettes, matches and letter were found concealed inside the cakes.

His Worship pointed out that the section read: "Did attempt to introduce into a properly constituted prison." The Shamshui cells, his Worship ruled, did not come within the meaning of that Ordinance.

The woman was discharged with a caution.

TRAFFIC MISHAPS.

SEVERAL CHINESE INJURED.

The following traffic accidents, which had occurred on the previous day, were contained in police reports yesterday:

As tram car travelling in an easterly direction knocked down a Chinese, who received injuries to his face, hands, and legs. He was taken to the Government Civil Hospital.

Another Chinese was slightly injured when he was knocked down by tram car No. 27 near the Western Market. He refused to go to hospital.

A Chinese motor driver has reported that while he was driving his motor car No. 341 along the Praya East, near the Fire Station, a public ricksha driver ran into the road from underneath a verandah and was knocked down. He was picked up unconscious and taken to the Government Civil Hospital.

As a motor lorry was being driven along Canton Road, Kowloon, a small boy walked across the road, and was knocked down. He received injuries to his head and was treated at the Kwong Wah Hospital, but it was not necessary to detain him.

YESTERDAY'S ARRIVALS.

PASSENGERS ON "PRESIDENT JACKSON."

TRAVELLERS LEAVING TO-DAY.

The Admiral Oriental liner s.s. *President Jackson* arrived in port yesterday morning from Manila. The liner will leave Hongkong to-day at 5 p.m. for Seattle via ports.

Among the passengers arriving by the vessel was Colonel Carmi A. Thompson, special investigator for the President of the United States, who arrived in Manila on July 24th last for the purpose of making a general survey of the economic conditions of the Philippines. Mrs. Thompson, Miss Grace Jones, the investigator's private secretary, Mr. James L. E. Jappe, his executive secretary, and Mr. Russell B. Porter, correspondent of the *New York Times*.

Col. Thompson and his party leave Hongkong to-day by the *President Jackson* for Shanghai, where they will remain for a few days, and if conditions are favourable, they will visit Peking. From Shanghai they will proceed to Yokohama, and after a brief stay there, they will proceed to the United States by the s.s. *President Jefferson*.

Among other passengers on the liner is Miss Louise B. Wood, daughter of Governor-General Leonard Wood, of the Philippines, on her way home to the States.

Mr. R. M. Johnson, of the United States Shipping Board, is also a passenger to Yokohama.

Among the passengers embarking from Hongkong by the *President Jackson*, and leaving by her this afternoon are the following:

Mr. and Mrs. E. G. Schwartz, for Seattle. Mr. Schwartz is manager for Marshall, Field & Company.

Mr. and Mrs. R. S. Rogers for Seattle. Mr. Rogers is the Manila manager of Liggett and Myers Tobacco Co.

Mr. J. W. Hutch, general agent in the Orient for the Great Northern Railroad, who is going to Shanghai.

Mr. Graham Kearney, manager for Anderson, Myer & Co., Hongkong, going to Seattle on holiday.

Mr. J. V. Crowe, the Far Eastern Agent for the Henry Ford Motor Co., going to Shanghai.

SHIPPING BOARD CHANGES.

MR VICTOR SMITH ARRIVES FROM MANILA.

There are to be changes in the management in the Orient of the United States Shipping Board.

Mr. Victor Smith who is the Assistant Director of the Shipping Board in the Orient arrived yesterday morning on the *President Jackson* from Manila, where Mr. Smith had his headquarters.

Mr. R. M. Johnson, who is the local representative of the Shipping Board will be relieved by Mr. Smith until Mr. A. F. Henry arrives from America to assume the duties of Mr. Johnson.

Mr. Johnson will leave for Yokohama where he will have his headquarters as the district engineer of the Shipping Board.

ADVANCED DISPLAY

AT

POWELL'S

OF

READY TO WEAR CLOTHING

FOR

YOUTHS AND BOYS

WELL CUT AND FINISHED

SUITS IN TWEEDS FOR

SCHOOL WEAR.

COATS AND SHORTS

IN

GREY FLANNEL

FOR THE HARD AND ROUGH

WEAR OF THE PLAYING GROUND.

NOW ON

GREAT REDUCTION

SALE.

THE WING ON Co., Ltd.

TEL. 198.

BRITISH.

COLLARD & COLLARD PIANOS.

BRITISH MADE THROUGHOUT

New Tropical Models Arrived.

SOLE AGENTS:

THE ANDERSON MUSIC CO., LTD.

ST. GEORGE'S BUILDING, 108 HOUSE ST.

TEL. C. 1322.

ASK FOR MO SHEUNG CIGARETTES.

They have rapidly come

into favour with

discriminating

smokers

owing to their delightful flavour

and aroma.

Only well-matured Virginian tobacco used. On sale at all tobacconists.

NANYANG BROS. TOBACCO CO.

182



NEW ADVERTISEMENTS.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1913, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 11TH INSTANT.
Sat 6th October, 1926. [4038]

MISS AILEEN WOODS.

MISS AILEEN WOODS is due in the Colony on OCTOBER 15th and will resume her tuition in the latest SOCIETY BALLROOM DANCING, including the FRENCH TANGO (Now Undoubtedly a Universal Dance) and the FOXTROT-CHARLESTON.

The CORRECT and MODIFIED Form of these Dances will be a FEATURE of MISS WOODS' instruction.

PRIVATE LESSONS DAILY
AT HER STUDIO,
4, BEACONFIELD AVENUE,
Tel. C. 3128.

HONG KONG REALTY AND TRUST COMPANY, LIMITED.

[INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONG KONG.]

NOTICE IS HEREBY GIVEN that the THIRD ORDINARY YEARLY MEETING of SHAREHOLDERS of HONG KONG REALTY AND TRUST COMPANY, LIMITED, will be held at the then Registered Office of the Company, Exchange Building (2nd Floor), Des Vaux Road Central, Hong Kong, on SATURDAY, the 6TH DAY OF NOVEMBER, 1926, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended on the 30th JUNE, 1926, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 1ST DAY OF NOVEMBER, 1926, until SATURDAY, the 6TH DAY OF NOVEMBER, 1926, both days inclusive.

By Order of the Board,
G. F. V. RIBBIO,
Acting Secretary.

Hong Kong, 7th October, 1926. [4040]

OLD CLIFTONIAN SOCIETY.

IT has been suggested that the SOUTH CHINA BRANCH of the Society be RE-ESTABLISHED in HONGKONG.

For Further Particulars will Old Cliftonians Resident in Hongkong and South China kindly Apply to—

F. A. PERRY,
15-19, Connaught Road,
Hongkong.

REMOVAL NOTICE.

AT THE SIGN OF THE LANTERN

WE have now MOVED into our New Premises—
YORK BUILDING,
GARDEN ROAD,
CHATER ROAD.

(NEXT DOOR TO KELLY & WALSH).

Where You Will Find a Collection of CHINESE, BLACKWOOD, GABRIEL'S, PORCELAIN, EMBROIDERIES, BEADS, PEEKING GLASS, LACQUER, ORNISHONS, LAMP SHADES and CHINOISERIE of All Kinds at Fixed and Reasonable Prices. Also a New Consignment of SMART FROCKS and HATS from London and Paris.

[4012]

HONG KONG TELEPHONE CO., LIMITED.

NOTICE OF INTERIM DIVIDEND.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of Three Per Cent. (3%) on the Nominal Amount Per Share Paid Up (i.e., Thirty Cents Per Share on the Shares of the Company \$10 Fully Paid Up and Seven-and-a-half Cents Per Share on the Shares \$2.50 Paid Up), will be Paid on MONDAY, the 15TH DAY OF OCTOBER, 1926, in respect of the Financial Year to the 31st DECEMBER, 1925, to the Members of the Company who are on the Register on the 15th OCTOBER, 1926.

The TRANSFER BOOKS will be CLOSED From MONDAY, the 11TH OCTOBER, 1926, to SATURDAY, the 16TH OCTOBER, 1926, both days inclusive.

By Order of the Board,
G. GUY WILKINSON,
Secretary.

Hongkong, 4th October, 1926. [4037]

NAVY LEAGUE.

NELSON DAY CELEBRATION.

A GRAND CONCERT

WILL BE HELD ON

THURSDAY,

21st OCTOBER, at 9.30 P.M.

IN

QUEEN'S THEATRE

WHERE THE FAMOUS

ZEEBRUGGE FILM

WILL BE SHOWN.

BOOK YOUR SEATS NOW,

AT QUEEN'S THEATRE.

PRICES: \$3.00 PER SEAT.

[4027]

INTIMATIONS.

FANLING HUNT RACES.

SATURDAY, OCTOBER 30th, 1926.

ENTRIES for The STEEPLECHASE MEETING at FANLING KWANTO RACE COURSE, FANLING, CLOSE on SATURDAY, OCTOBER 16th to Mr. A. B. POTTS, c/o BENJAMIN & POTTS, from whom Entry Forms may be obtained. [4038]

PUBLIC AUCTION.

THE Undersigned have received Instructions to Sell by

PUBLIC AUCTION

ON

TUESDAY, WEDNESDAY AND THURSDAY

The 19th, 20th and 21st OCTOBER, 1926,

COMMENCING EACH DAY at 9.30 A.M.

With An Interval from

12 Noon to 1.30 P.M.

AT

H.M. NAVAL YARD, HONGKONG,

AND AT

KOWLOON NAVAL DEPOT,

OLD AND SURPLUS NAVAL

STORES, Etc.,

Comprising—
Money Chests, Binoculars, Metal Branch Pipes, Life Boats, Whaler Gigs, Old Lead Battery Plates, Roofs, Sails, Electrical and Wireless Telegraphy Fittings, Glycerine, Electric Cable, Cooking Stoves, Ship's Fittings and Fireworks, Iron Mattresses, Water Closets and Pans, Life Belts, Carpets, Rugs, Mats, Table Covers, Old Steel Files, Blankets, Fold-up Lavatories, Curtains, Overcoats, Glazed and Unglazed Tiles, Leather and Metallic Hoses, Canvas Tubing, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Rags, Metal Propellers, Old Paint Drums, Old Cork New Canvas Cuttings, Old Iron and Steel, Old Brass, Copper, Lead and Zinc, Copper and Brass Tubes, Coal Sacks, Brown Jam, Wood and Iron Blocks, Lamps, Lanterns and Gas, Candles, Old Steel Tubes, Old Steel Wire Rope, Dirty Mineral Oil, Olive Oil and Oil Fuel, Chain Cable and Gear Drilling, Screwing and Grinding Machines, Lathes, Steam Engines, Chairs, Compasses, Binnacles, Logs, Clocks, Iron Drums and Tanks, Old Bunting, Fire Engines, Boats Engines and Boilers, Rigging Chains, Wire and Fibre Brushes, Glass Tubes, Table Fans, Bells, Arvils, Forges, Vices, Miscellaneous Tools, Ironmongery Protective Mattresses, Filters, Mast, Seine Nets, Captain Engines and Gear, Charging Pipes, Hull, Engine and Boilers of Steam Cutter, Asbestos Packing Associated Engine, Engine Room Telegraphs, Circular and Band Saws, Gymnastic Gear, etc.

Lots may be Inspected on MONDAY, the 18th OCTOBER, 1926.

Terms of Sale: As detailed in Catalogue.

LAMBERT BROTHERS,

By Appointment,

Auctioneers to the Admiralty,

Hongkong, 4th October, 1926. [4023]

BY ORDER OF THE FIRST

MORTGAGEES.

PUBLIC AUCTION

OF

FOUR LOTS OF

VALUABLE LEASEHOLD

PROPERTIES

NAMED—

LOT No. 1

ALL THAT Piece or Parcel of Ground situate at YAU MATI in the Dependency of Kowloon and Colony of Hongkong and registered at the Land Office as SECTION C of KOWLOON INLAND LOT No. 629 Together with Three Buildings thereon in course of construction at NATHAN ROAD.

LOT No. 2

ALL THAT Piece or Parcel of Ground situate at TAI KOK TSUI in the Dependency of Kowloon and Colony of Hongkong and registered at the Land Office as KOWLOON INLAND LOT No. 344 Together with One Building thereon.

LOT No. 3

ALL THAT Piece or Parcel of Ground situate at SHAMSHUIPO in the Dependency of Kowloon and Colony of Hongkong and registered at the Land Office as THE REMAINING PORTION OF NEW KOWLOON INLAND LOT No. 58 Together with Four Buildings thereon now known as Nos. 61, 63, 65 and 67, YU CHAU STREET.

LOT No. 4

ALL THAT Piece or Parcel of Ground situate at SHAMSHUIPO aforesaid and registered at Land Office as NEW KOWLOON INLAND LOT No. 410. Together with One Building thereon now known as No. 125, TAI NAN STREET.

LOT No. 4

ALL THAT Piece or Parcel of Ground situate at SHAMSHUIPO aforesaid and registered at Land Office as NEW KOWLOON INLAND LOT No. 410. Together with One Building thereon now known as No. 125, TAI NAN STREET.

LOT No. 4

ALL THAT Piece or Parcel of Ground situate at SHAMSHUIPO aforesaid and registered at Land Office as NEW KOWLOON INLAND LOT No. 410. Together with One Building thereon now known as No. 125, TAI NAN STREET.

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INTIMATIONS.

HONGKONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (Weather permitting) at HAPPY VALLEY on SATURDAY, 9TH OCTOBER, 1926, Commencing at 3.15 P.M. The First Race will be Run at 2.45 P.M.

The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform—Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINGSTRAD & DAVIS at \$5 each up to FRIDAY, 8TH OCTOBER, 1926.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2. Each Member can obtain, upon application to the SECRETARY, Badges for the Admission of 2 Ladies Free of Charge. [3999]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the Pavilion on FRIDAY, the 15TH OCTOBER, 1926, at 5.30 P.M.

NOTICE IS HEREBY GIVEN that on FRIDAY, the 15TH DAY OF OCTOBER, 1926, immediately after the holding of the GENERAL MEETING, A DRAWING for the REDEMPTION of ONE HUNDRED (100) DEBENTURES will be held.

The Names of the Debentures Drawn will be published in the Hongkong Government Gazette, and the local Newspapers, and Holders of Drawn Debentures may, upon giving Notice to the Treasurer, waive the 6 Months Notice to which they are entitled, apply on the 31st OCTOBER, 1926, to THE TREASURERS, Messrs. FRANK SMITH, SMITH & FRANKING, for Payment of the Principal and Interest to the 31st OCTOBER, 1926.

By Order of the Committee,
A. D. HUMPHREYS,
Hon. Secretary.

4020]

GRAND HOTEL DES WAGONS-LITS, LIMITED.

[INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONG KONG.]

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ANNUAL GENERAL MEETING of SHAREHOLDERS of the GRAND HOTEL DES WAGONS-LITS, LIMITED, will be held at the then Registered Office of the Company, Exchange Building (2nd Floor), Des Vaux Road Central, Hong Kong, on SATURDAY, the 6TH NOVEMBER, 1926, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended on the 30th JUNE, 1926, confirming the appointment of a Director, and re-electing a Director and the Auditors.

By Order of the Board,
F. C. BARRY,
Acting Secretary.

Hongkong, 4th October, 1926. [4026]

IN THE SUPREME COURT OF HONGKONG.

IN THE GOODS OF SIR CATCHICK PAUL CHATER, KNIGHT, C.M.G., DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance, 1897 (No. 2 of 1897), made An Order Limiting the Time for Sending in Claims to or Against the above Estate to the 25TH DAY OF OCTOBER, 1926. Creditors and Claimants are hereby Required to Send their Claims to the Undersigned by the above Date.

Dated this 1st day of October, 1926.

DEACONS,
Solicitors to the Executor,
1, Des Vaux Road Central,
Hongkong.

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FLATS in the New Buildings with

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Stores, with Garage, Phone, Light, Gas

Installed. Moderate Rental.—Apply Box No.

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FOR SALE—BERRING-HALL MAR-

VIN SAFE: 4 ft. x 2 ft. x 2 ft. in

Very Good Condition and Fitted with Com-

bination Lock.—P. O. Box 609. [207]

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Fine PORTS

	Duty Paid.	Per Case.	Per Bot.
Invalid ...	\$38.00.	\$3.25	
Douro ...	40.00	3.40	
Old Tawny ...	44.00	3.75	
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Oldest & Finest ...	61.00	5.20	

Fine SHERRIES

	Duty Paid.	Per Case.	Per Bot.
Light Dry ...	\$35.00.	\$3.00	
Solera ...	37.00	3.10	
Very Pale Dry ...	38.00	3.25	
Pale Dry Nutty ...	40.00	3.40	
Fine Old Brown ...	44.00	3.75	

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Xeres de la Frontera

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A. S. WATSON

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[50]

Hongkong Office: 14, Chater Road.

London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 7TH, 1926.

THE CARRIAGE OF GOODS

BY SEA.

We learn from information which we have

received from London that a strong hope

is expressed in the City that the forth-

coming Imperial Conference will provide

a further opportunity to demonstrate the

need for uniformity within the Empire

of the conditions governing the carriage

of goods by sea. The subject has been

under consideration by the London

Chamber of Commerce with the result

that the Government are being urged to

include it in the agenda for the Confer-

ence. "It will be recalled that the Car-

riage of Goods by Sea Act, which was

passed by Parliament in 1924, was the

outcome of exhaustive discussions be-

tween shipowners, merchants, bankers

and underwriters. The Act defines the

relative obligations of shipowners and

merchants under Bills of Lading and

incorporates Rules which were first

discussed internationally at The Hague in

1921, and subsequently in Brussels in 1922

and 1923. It is important to note that,

up to the present, the provisions of the

Act have worked smoothly as between

shipowners and merchants.

Concurrently with the passing of the

Act of 1924, and subsequently, pressure

was brought to bear by such bodies as

</

ANTI-BRITISH PROPAGANDA AT HANKOW.

BRITISH GUNBOATS LEAVE FOR CHUNGKING.

An official message from Hankow, dated October 5th, states: The local situation is practically unchanged.

A big anti-British meeting took place at Hankow to-day (Tuesday) in connection with the Wansien incident. The procession announced officially their determination to enter British Concessions, but they were prevented doing so by Chinese troops and British marines. Much anti-British literature is being disseminated. All is now quiet.

Kiukiang reports that Southern troops have reached Teian, 40 miles from Kiukiang on the Nanchang railway and that Sun is sending troops to that front from Hwangchow, where he has made an armistice with Tang Sheng Chi.

There is a rumour of Nanchang having fallen, but it is not confirmed.

H.M.S. *Mantis* and *Kiara* left Wansien to-day for Chungking where it is reported that efforts are being made to intimidate the remaining British employees.

STILL FIRING ON FOREIGN STEAMERS.

SOUTHERNERS' FRESH DRIVE TOWARDS NANCHANG.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, October 6th.

A telegram from Hankow, dated October 5th, states:

It is reported that the Southerners have commenced a fresh, and more powerful drive to Nanchang, under the personal direction of General Chiang Kai Shek.

Despite assurances to the contrary, steamers are again being subjected to rifle fire, this time in the vicinity of Hwangchow.

Two Japanese steamers arrived yesterday and Messrs. Butterfield & Swire's *Shanghai* to-day, badly riddled, though, fortunately, there were no casualties.

SIR ALAN COBHAM.

COBHAM'S MECHANICS ALSO HONOURED.

WELL-MERITED AWARDS.

[THROUGH REUTER'S AGENCY.]

LONDON, October 6th.

Capt. Alan Cobham has been awarded a Knighthood of the British Empire Order. Sir Alan Cobham's companions, Sergeant Ward and Air Captain have been awarded the Air Force Medal and the Membership of the British Empire Order, respectively.

[BRITISH WIRELESS SERVICE.]

Luncheon By The Air.

Rugby, October 5th. The knighthood for Capt. Alan Cobham, the famous airman, and the distinctions for his companions, were announced by Sir Samuel Hoare, Air Minister, to-day at a luncheon in Cobham's honour, given by the Air Council. Sir Alan Cobham was greeted with tremendous applause.

Numerous speakers expressed their admiration for his achievements and the Air Minister said it has brought appreciably nearer the day when London would be within a fortnight of every Capital in the Empire. He said there was no technical reason why that should not be achieved.

Sir Alan Cobham is only 31 years old, but he has already flown 300,000 miles. Among his exploits in recent years are, the 15,000 miles flight through Europe, Northern Africa, Egypt and Palestine in 1923. He made a 17,000 miles flight to Ramsgate and back, carrying the Director of Civil Aviation, in 1924. He flew 17,000 miles to South Africa and back in 1925; and he flew 28,000 miles to Australia and back.

[THROUGH REUTER'S AGENCY.]

AIR CRASH INQUEST.

CAUSE OF THE DISASTER A MYSTERY.

LONDON, October 5th. Expert witnesses at the inquest on the victims of the Tonbridge air crash were totally unable to account for the cause of the fire. They declared that the pilot was most expert, and that the machine was equipped with complete fire-fighting appliances.

The wreck was so complete that it was impossible to ascertain even where the fire started.

The jury returned a verdict of accidental death.

[BRITISH WIRELESS SERVICE.]

Public Inquiry To Be Held.

Rugby, October 6th.

An official of the company said that all the latest inventions to ensure safety were fitted to their machines. He suggested that the ignition of lubricating oil and not petrol may have caused the fire.

The wrecked machine had made 100 hours flight between Paris and London and the pilot had flown 137,000 miles. The coroner said a public inquiry would be held by the Air Ministry.

[THROUGH REUTER'S AGENCY.]

TOKYO LOAN.

TERMS OF LONDON ISSUE.

LONDON, October 6th. The City of Tokyo Loan to be underwritten here, will be for 28,000,000 of five-and-a-half per cent. stock at issue price 83.

COAL DISPUTE.

ATTITUDE OF MIDLAND MINERS. LONDON, October 6th. The miners of Durham, South Staffordshire and East Worcestershire have rejected the Government's proposals.

GOLF.

THE INTERPORT MATCH AT SHANGHAI.

HONGKONG START BRILLIANTLY.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, October 6th.

In the Interport Golf Two-ball Four-somes, the result of the first day's play was as follows:—

Hongkong scored one point. Ferguson and Shewan beat Budd and Blako of Shanghai by one hole. Fendered and Morris lost to Stewart and Malcolm by five and four.

Andrews and Smith beat Cumming and Pettit by one hole. The matches generally were exciting, especially the first. Budd missed several short putts for Shanghai while Ferguson, for Hongkong, holed several long ones.

Shewan's driving was a notable feature. The Shanghai pair were one down at lunch time but recovered and then lost.

BANDIT-RIDDEN HONAN.

LU LO CHIN AND HIS SCOUNDRELS STILL LOOTING.

ARMED WITH RIFLES, MACHINE-GUNS AND SMALL CANNON.

BRITISH MISSIONARY AMONG THE CAPTIVES.

[THROUGH REUTER'S AGENCY.]

PEKING, October 6th.

A telegram from Kaifeng, dated October 6th, states that yesterday bandits, under Lu Lo Chin, who recently looted Cheowankow, looted Tung and Chenlu. One-half thereafter proceeded to Kihien-ho, while the other half went to Taipingkan, twenty-five li east of Kaifeng.

The band is said to number 5,000, well-armed with rifles, machine-guns and small cannon. At daylight this morning Kaifeng gates swarmed with refugees, who had fled through the night from the afflicted districts. This city is inadequately protected by a small force at Yichan, owing to the drafting of the regular militia to the Southern Army's front.

A telegram from Kaifeng, dated the 6th, states that among the captives taken by the bandits at Chenlu yesterday is a British missionary named Riding (an Evangelist) with his servants.

SIR RONALD ROSS.

GOING TO INDIA AND THE MALAY STATES.

TO INSPECT MALARIA CONTROL MEASURES.

[THROUGH REUTER'S AGENCY.]

LONDON, October 5th.

Under the auspices of the Indian Tea Association, Sir Ronald Ross is going to India on October 29th, aboard the *Rajputana* to pick up the *Malwa* at Gibraltar and travel to Calcutta via the Malay States.

The object of the trip is to inspect the Malaria Control Measures which are being carried out on the plantations in India and the Malay States. While in the Malay States, Sir Ronald Ross will be the guest of Sir Malcolm Watson.

"IL TRAVATORE."

ITALIAN OPERA COMPANY AT THEATRE ROYAL.

A BRILLIANT PERFORMANCE.

Signor A. Carpi's Italian Grand Opera Company opened their season at the Theatre Royal last night with Verdi's "Il Travatore" and scored a distinct success. The attendance was good.

It is unnecessary here to recapitulate even a synopsis of this famous opera, since it is so well-known. It is a great tragedy, replete with pathos and wildness, and wonderful music from beginning to end.

It is somewhat difficult to place the four leading artists in order of merit, but first place must be given to Sig. F. Caeffo, who took the part of Manrico. He is a fine tenor. His voice has great power and fine tone. He moreover acted his part superbly. There was little to choose between Mlle. A. Gambino, the soprano, who played Leonora, and Mlle. G. Ciampaglia, the contralto, who took the part of Ayacato. Mlle. Gambino was perhaps the better singer, but Mlle. Ciampaglia played the Gipsy part to perfection. Both ladies did well in the last act, and Mlle. Ciampaglia particularly with "Love, fly on Rosby Pinions." She was even more superb in his last song, just before she succumbs to the poison she has drunk rather than be the wife of the Count who has spared her lover's life only on condition that she will marry him.

In the duets with her lover, she was also splendid. Mlle. Ciampaglia was at her best in the scene where she is captured, and in the prison cell. A fierce and avenging gipsy no longer, but a broken woman whose consuming passions of remorse and revenge have died out, she dreams of the happy days gone by.

Sig. A. Belletti as Count Lunor was well received. The other artists, Mlle. Bollandi, Sig. A. Mancini and Sig. N. Barontini did what little they had to do very well.

The choruses were finely rendered. The famous *Avail Chorus* in which the men hammer the anvil as they sing was a great success. Greater still was the *Miserere*, the chant of the priests, in Verdi's most famous operatic scene. The climax was superbly acted, with Sig. Caeffo at his best. It was a great success and the audience generously applauded throughout the performance.

WUCHANG'S FLIGHT.

APPALLING CONDITION OF THE BESIEGED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, October 6th.

A telegram from Hankow, dated October 5th, states:— Yesterday numbers of civilians, reported to total about 2,000, were allowed to leave Wuchang by mutual consent of the contending parties.

There was a frenzied stampede to the gate, which was opened for a short time only, with the result that numbers of women and children were thrown down and trampled to death.

The refugees were in a most pitiful condition, and, when interviewed, stated that conditions inside were appalling. Numbers of people had already died of starvation, while a similar fate awaits many others unless the blockade is speedily lifted.

FIRST NAVAL A.D.C. TO THE KING.

APPOINTMENT FOR ADMIRAL SIR ARTHUR LEVESON.

[THROUGH REUTER'S AGENCY.]

LONDON, October 6th.

It is announced that Admiral Sir Arthur Leveson has been appointed First Naval Aide-de-Camp to the King in succession to Admiral Sir M. E. Browning, who has retired.

Vice-Admirals Sir E. S. Alexander-Sinclair and Sir Lionel Halsey have been promoted Admirals and Rear-Admiral W. M. Ellerton Vice-Admiral.

BRITISH TRADE.

STEADY IMPROVEMENT NOTED.

BOOM, ANTICIPATED.

[BRITISH WIRELESS SERVICE.]

Rugby, October 5th.

In commercial and economical circles here, there is a general belief that a period of trade prosperity is at hand.

Opinions to this effect have been expressed by Sir Philip Cunliffe-Lister, President of the Board of Trade, by several prominent writers on economic subjects, and by the leading authorities in banking and commercial worlds. Various reasons are advanced to support this optimism. British industry, generally, has shown vigour and elasticity during a period when it might have been expected to be entirely crippled by the coal stoppage. A general resumption of work in the mines, which it is widely believed will not now be much longer delayed, coupled with the prospect of a reorganised coal industry, will act as a stimulus.

The agreements signed between employers and employed at the termination of the general strike and the prolongation of the coal deadlock tend to discourage further conflicts and to increase the hopes of prolonged industrial peace, in which disputes will be settled by negotiation or arbitration.

Meanwhile, efforts are being made to develop and expand the Imperial markets which, in the first half of the present year absorbed 44 per cent. of the total British exports. Co-incident with the clearing of the international political horizon, foreign nations are recovering their purchasing power, while, at the same time, British producers are now finding it possible to reduce the prices of their commodities.

The Board of Trade statements show that, this year, British trade has made a steady improvement despite the difficulties it has encountered, and this is borne out by reports from the leading industrial centres throughout the country.

LONDON DOCK STRIKE.

MEN RETURN TO WORK.

Rugby, October 6th. Some 2,000 Tilbury dockers, who went on strike yesterday, returned to work to-day and the differences that had arisen between the Port Authority and the officials of the men's Union, who had been forbidden to enter the dock gates, are to be the subject of a joint meeting, later in the week.

[THROUGH HAVAS AGENCY.]

THE AFGHANISTAN MINISTER TO FRANCE.

PARIS, October 6th. Mohamed Nadir Khan, Afghanistan Minister to France, has been made a Grand Officer of the Legion of Honour.

SMUGGLED GOODS AND PICKETS.

BOAT WITH VEGETABLES FOR HONGKONG FIRED ON.

ALLEGED PICKETS CHARGED AT MAGISTRACY.

GOODS SENT TO HONGKONG FOR HIGHER PRICES.

An unusual prosecution was commenced at the Central Magistracy yesterday, and continued from the morning into the afternoon, the case eventually being adjourned until next week.

The story, a very interesting one, centres around an attempt by farmers in the Po On district, Chinese territory, to smuggle a cargo of vegetables to Hongkong during the night and evade the dreaded interference by the strike pickets. Their attempt, however, was futile, armed pickets, it is stated, suddenly appearing on the scene, and frustrating the attempt by opening fire on the boat and its crew, seizing the cargo, and further having the effrontery to send the goods to Hongkong, where higher prices would be obtainable than selling them by auction in the country.

The original owners, however, arrived here in time, and communicated with the police, who effected the arrest of two men, alleged to have brought the boat to Hongkong, before the vegetables could be fully discharged and paid for.

The two men, alleged to be members of the strike pickets, as they were stated to have been seen in their company when the boat was seized, were charged before Major C. Wilson—at the Magistracy yesterday morning with having in their possession, in the waters of the Colony, certain vegetables worth \$425, the property of two Chinese. It is alleged the goods were stolen at San Heung, Po On district, Chinese territory, on or about September 25th. Mr. G. R. Haywood prosecuted on behalf of the complainants, but later Chief Detective Inspector T. Murphy took charge of the case, Mr. Haywood merely watching the case on the complainants' behalf. Mr. D. McCallum defended.

Smuggled Goods.

Outlining the circumstances, Chief Detective-Inspector Murphy said, so far as his information went, the consignment of vegetables was being loaded in the Po On district in Chinese territory. This was being done at night in order to evade the pickets and smuggle the goods to Hongkong. Suddenly armed pickets arrived on the scene and opened fire. The people who were loading jumped into the water and escaped.

The boat and cargo were captured, and taken down the river to the strikers' headquarters, and there the goods appeared to have been put on another boat brought to Hongkong.

The original owners of the vegetables came to Hongkong in another boat and arrived on Tuesday, when a report was made. The police found the vegetables being unloaded near the market. The goods were alleged to have been sold to stall-holders at the market, but, so far, no money had been received for them.

A Third Defendant?

Mr. Haywood asked for a day to be fixed for the hearing.

Mr. McCallum said he understood there were three defendants.

Inspector Murphy: The third man is not in Court.

Mr. McCallum: Do I understand the third man is not to be charged?

Inspector Murphy: He is not before the Court, and I think it might be left at that. He added that there were other quarters from which Mr. McCallum could enquire.

Eventually it was agreed that the case could be proceeded with in the afternoon, and his Worship accordingly put the case over until 2.15.

The Peasant Volunteers.

At the afternoon hearing a witness said he was engaged by the two defendants to pack the vegetables to Sai Heung.

Questioned by Inspector Murphy: How far is the strike headquarters from Sai Heung, Wai?

Witness: About a mile.

Was your boat intercepted by pickets?

No. That is to say you came to Sai Heung with vegetables without anyone interfering with you?—That is so.

Witness also said that there 110 piculs of cargo, and also several piculs of ginger, his own property.

Inspector Murphy: Are you a member of the Peasant Volunteer Corps?

Witness: No, I am only a farmer.

Do you know if the defendants are members?—They frequented the Corps' headquarters.

Major Willson: They are actually pickets aren't they?

Mr. McCallum: That is an accusation which wants proving.

Inspector Murphy: It is not very clear what their function is.

To witness, Inspector Murphy asked: Did they carry arms?

Witness: I cannot say.

Are the peasants working with or against the pickets?—I don't know.

Mr. McCallum said he would like to reserve his cross-examination of this witness, as no direct evidence had been given against the men.

Major Willson said that the witness could be recalled if necessary.

Detained By Police.

Proceeding to cross-examine the witness, Mr. McCallum asked: Were you arrested by the police?—Yes.

Since the moment of your arrest have you been free from the police?—No.

And are you still under arrest?—I am under detention.

And have the police made any charge against you?—No.

Can you tell me why they are detaining you?—

Because it had been reported that these were smuggled goods.

You are under arrest, and you are not a free man?—Yes.

And the police will not let you go?—No.

Have they preferred any charge against you?—No.

And when were you arrested?—Last Monday.

Have you been kept under lock and key during the whole time?—Yes. I have been in the cells.

Defendants' Counselmen.

In reply to further questions, witness said the two defendants were clannish. There were no pickets at Sheung Tsin. The nearest pickets were at Nam Tow. It was the practice of farmers to collect all the goods together and send them down to Hongkong, sending one or two farmers with them. It was not within the knowledge of witness that there had been any trouble in the village in connection with the funds held by the Elders.

Witness further said that he had heard that the pickets seized the produce at Sai Heung.

Mr. McCallum: Have you any information of any trouble with strike pickets?

Witness: None have come there.

During the present strike have they always sent produce down to Hongkong?—Yes.

There has never been any trouble about it?—No trouble.

Neither from the pickets or from your own local defence volunteers?—No.

Inspector Murphy said he would like to say that he would no longer be responsible for the witness. He had been looking after him for two days.

Mr. McCallum said he was very anxious that he should be freed from police custody.

Fired On By Pickets.

One of the complainants in the case next gave evidence, and said the goods were loaded at night as they thought the pickets might come along and see that the goods were being allowed to be exported. The pickets appeared and fired at the boat from the shore. No one was hit, but the boat people jumped into the water and swam away. The boat was alongside the bank, and a number of pickets fired about thirty shots at quite close range at the boat. The pickets carried three electric torches and two lanterns. Both defendants were in the company of the pickets, and were also armed. When the shots were fired witness hid himself. Torches were flashed to find the boat people. The pickets eventually went on board the boat and took charge of it. Two men went away with the boat later.

Inspector Murphy: How many days did you remain in the village after the incident before you started out for Hongkong?

Witness: Four days.

During those days did you see either of the two defendants in the village?—No.

The Cargo.

How many piculs were there in the boat?

About 80 piculs according to our scales in the country, but about 110 by other scales. Witness proceeded to explain the scales in the country weighed heavier than those in Hongkong.

He bought his cargo for over \$300 and intended to sell it for over \$500 in Hongkong money.

Witness said he had never brought goods to Hongkong, but his partner had.

He was attempting to smuggle the goods into Hongkong, that is he tried to smuggle them away from the strike pickets.

A Witness Freed.

At this juncture, Major Willson intimated he proposed to adjourn the case.

Mr. McCallum: Are the police willing that the first witness go free now?

Inspector Murphy: He can be handed over to Mr. McCallum right now.

Mr. McCallum applied for bail, submitting that the prosecution had yet to prove their charge.

Major Willson said there was evidence to show that defendants were with the pickets and refused bail.

His Worship adjourned the case for further hearing next Tuesday afternoon.

ANNUAL AQUATIC SPORTS.

OPENING DAY.

REAR-ADMIRAL STIRLING PRESENTS THE PRIZES.

The Annual Aquatic Sports of the Colony, held under the auspices of the Victoria Recreation Club, began yesterday evening, when the Half Mile Open Championship of the Colony and the Half Mile Race confined to Chinese were decided. The races were swum off outside the Club house and many interested spectators lined up the Fraya Wall to witness them.

The Open Championship event was won by A. Tan Chiu Hin, who completed the course in 13 mins. 17 3/8 secs. equalling the time he made in 1923, when he won the event for the first year. (The record time is 12 mins. 14 secs. by J. R. Johnston in 1913.) Cooke, the veteran, finished a good second about nine yards behind. Wong Man Hoon won the other event after a close race.

Chinese Competitors.

Only three competitors faced the start in the Chinese event, viz., Leung Shiu Man, Tan Chiu Hin and Wong Man Hoon. Tan and Wong engaged each other in a neck-to-neck race and were level at the end of the 8th lapse and again at the 10th. Wong Man Hoon, who used the left over arm side stroke throughout, showed greater reserve at the next and final stretch and finished four yards in front of Tan Chiu Hin, who won the Chinese Harbour Race last week. Leung Shiu Man was half a length behind.

The Open Race.

Shortly after the Open Championship Race was swum off. May, the favourite, realised expectations. He obtained the lead at the start, and he never lost it, steadily increasing it. He led about six yards from Cooke at the end of the third lapse and about ten at the sixth, finishing about nine yards ahead. Cooke, who began badly, soon showed his metal and he and May lead for the rest of the race from the second lapse, with May always looking a comfortable winner. Cooke did not appear to be in his best form; but, considering his age, he did very well in coming in a good second. The struggle between Brodie and Gittins for the third place was very exciting and after passing each other several times during the race, the former eventually finished two yards ahead. Norris finished fifth and only looked like coming in place at the start. Razavet stopped at the eighth lapse and Assumpcao at the sixth. Seven competed in this race. The results of the two events yesterday were as follows:—

1—500 Yards Free Style, Open Championship of the Colony:—1st, A. May, 13mins. 17.3-secs.; 2nd, C. J. Cooke, 14mins. 31.2-secs.; 3rd, E. A. Brodie, 14mins. 30.3-secs.

2—800 Yards Free Style (confined to Chinese):—1st, Wong Man Hoon, 14mins. 30.4-secs.; 2nd, Tan Chiu Hin, 14mins. 31.2-secs.

To-day's Events. The programme for to-day is:—



Fit in the morning Fresh all day

"The results of diminished nerve-force comprise headache, loss of sleep, indigestion, easily induced fatigue, disinclination for bodily or mental exertion, loss of memory and a lack of vigour in all physical functions. To overcome these conditions science has produced Sanatogen. The gain through its aid is permanent; it builds up, fortifies and strengthens because it is a real cell food."

These are the words of Dr. CLAUDE L. WHEELER, the well-known scientist. They prove what Sanatogen will do for you. And remember that Dr. WHEELER is only one of 24,000 physicians who tried Sanatogen and wrote to the makers about the splendid results obtained.

A tonic, the value of which has been proved so often and so clearly, is surely worth while trying.

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HONGKONG STORYETTES.

I.—THE VISION OF THE WEST PORCH.

[By JOHN SAMPAN.]

All names and characters in these stories are fictitious.

I heard the story from Dick Cameron, clergyman and schoolmaster, and he told me that his wife, Bessie, at whom we always laughed for her trick of jumping to hasty conclusions, sensed domestic disaster the very day the Rev. Basil Whitehouse arrived back in Hongkong after his Home leave, and introduced to them all his English bride, before he went on with her to their inland home. He had lots of friends in the Colony, for his work often brought him there, and while on the island he was always a familiar figure in the pulpit of St. John's Cathedral.

At the time of his marriage, the Rev. Basil Whitehouse was close upon 50, and he never seemed to have bothered much even to look at a woman before, except in a purely business-like way, as they served to help him in his semi-missionary, semi-parochial labours. He was quite a fine type of man, with sound orthodox opinions, which never inclined to extremes in any direction, a little cold and formal in his discourses perhaps, a shade cynical on occasion, and again more than a shade kindly in sorrow or distress. His appearance, too, was in his favour—well-built, with glossy black hair, only just streaked with grey, brown eyes, and a generally well-groomed air, that made him look more suited to be the priest of some fashionable city church than in charge of an outside largely uneducated community in South China. And, except in the matter of his wife, I always heard of him displaying a good stock of solid commonsense. But, in the matter of his wife! As far as general opinion went, she was about as inadequate a bit of so-called womanhood, especially for a clergyman's wife, as could be found in the proverbial day's march. A few loyal souls of her own sex, and a few disloyal ones of the masculine gender, stuck to it that she was passably pretty, though of the commonplace vivacious modern type, and quite charming if she felt inclined; but of her one accomplishment, of which she was inordinately proud, I don't think even her fondest admirers had much opinion, except perhaps her adoring husband, whose ideas he was too cautious to disclose. She fancied she could paint—and she obtained a certain degree of publicity, she called it fame, over her pitiful dabbling; but that was only through the strenuous efforts and misguided assistance of someone who had a "pull" with some professionals in the artistic world—and that takes me ahead of my story.

It was a glorious evening in September when they arrived, and quite a number of friends were there to welcome them, to congratulate the fortunate man and wish the bride good luck, with the usual polite assumption of doubt as to her wisdom of choice which that absurd observance of etiquette implies. And it was after the little welcoming dinner was over, and all the good-nights and good wishes said, and Cameron and his wife were having their usual chummy chat on the verandah of their Peak-side bungalow, that Bessie made the remark that betrayed the combination of prophetic and private detective in her. "Dick, I don't think I've ever seen a more gorgeous sunset than we had to-night."

"No," said her husband, "It was unusually fine. What else, Bess?" This with an anticipatory smile. "Well," said Bessie, and paused. Then, "When we were all coming over from the ship on the launch, it was so heavenly—the whole beauty of everything, I mean: the clouds and the harbour and the islands and the Peak and Tai Mo Shan and Lantau—in every direction that one could look—that it simply took my breath away; and I know, Molly Burrows and Mrs. Hunt felt the same—even though we are all used to seeing it every day. But Mrs. Whitehouse—her husband says she is an artist, you know—was so busy talking and enjoying the jokes of those two naval boys—Mrs. Newcome's brother and his friend—that she didn't have time to look at anything round her. So I just wondered—"

She stopped short. But Dick was in an uncommunicative mood—or possibly a shrewd one. He only laughed and rose lazily from the depths of his rattan lounge-chair. "Come along, my lassie, it's time you were asleep when you start 'romancing,'" he said lightly. But he also wondered. However, it was not left very long a question of wonderment either to romantic Basil Whitehouse, or to any other of Basil Whitehouse's associates, what manner of woman it was that he had married. Once or twice the remark was made that she was too young to be his wife. Be that as it may, she was twenty-eight or thereabouts, and behaved as though it might have been eighteen. She made use of her over-rated talent for depicting weird and impossible caricatures of scenery on scraps of canvas, to take fortightly, if not oftener, trips to Hongkong; and she was soon as well-known as any of the regular Peak residents—a great deal more so than the majority—at any sort of "upper-class" entertainment that was given or indulged in. Dancing, bridge, tennis, launching, bathing—she flung herself into them all, whether good, bad, or indifferent in the accomplishment of the pursuit, provided there were always met—of a sort—making pretence of joining too, for the sake of indulging their own vices, which were usually born solely from the sheer

foolishness of pandering to the vanity of women who were even greater fools than themselves. The simpler, homelier type of life, lived by such people as Dick Cameron and his wife, held no kind of attraction for her. And women like pretty, wholesome-minded Bessie were all merely "frumps" to her somewhat erratic mental vision. So one thing led to another, and long before their child was born, she was spending nearly all her time away from home, down in the island-city, and it was clear to all that neither her husband nor his coming child had the "brightest place in her heart, or the callously physical organ that served her as such."

After the baby arrived—a beautiful little girl it was, too—she gave up much of her reckless rushing after mere senseless amusements, but the pleasures that became hers instead were of a subtler, less childish, more insidious kind. Of course, Whitehouse saw it all. What he actually did not see with his own eyes, though not being always with her, he knew just the same; everyone made sure of that! The idea of the trustful husband's blindness in these cases has seemed ever to me a keenly humorous and pathetic thing; as though any mortal man, possessed of human passions and the natural gift of healthy suspicion, could be really blind—unless he be of the same brand as the herself, and so will not trouble to glance in the direction of her stumbles. But Whitehouse had always been an unrivalled genius at holding his tongue, and what he thought about it, either then, before, or after, was never more than a matter of conjecture to anyone but himself.

To shorten a dragging tale—a blasé young man, who wore the uniform—more shame to him!—of a Commander in His Majesty's navy, strode at last into the centre of the stage. And, after much preliminary by-play, Stella Whitehouse was sent quietly home by her much-enduring husband, not long after her second child was born; and of its paternity, poor tiny soul, with the tell-tale likeness of its parent's folly on its face, the less said the better.

Basil Whitehouse never divorced his wife. There were some who said that he used his religious scruples as a cloak for his spiteful determination to deny her freedom and marriage with the man she loved. But there are always people to give voice to those smart theories—as Cameron said—"They had to say something!" Anyway, she went on living at home, maintained by her far-away, hard-working husband, and pursuing her ridiculous efforts as an artist, having got in with an artistic set, some of whom were relatives of the aforesaid naval man. And Whitehouse's maiden sister took charge of the upbringing of the two children; even that fact being accounted for by him with the excuse that his wife's health was too frail for her to have the strain of their care.

It was a very sordid story, I thought. Any of the cheaply "up-to-date" tales which we are in the habit of reading, and of condemning, would have fitted in with it. Except that Basil Whitehouse was so very much the soul of conventional duty and high morality, where these things were concerned. He went on working like a Trojan, among English and Chinese alike. He fought for all sorts of reforms to better the condition of the lower class Orientals. Indeed, he became entirely a missionary in his service to them, and no work was too grimy or gruesome or uninteresting to secure his attention and devotion.

It was about then that he commenced to preach his famous sermons that annoyed Bessie Cameron so much. They were sermons against divorce, and I call them famous because his Hongkong friends became so used to them that they learned to look for them every time he preached at one of the Colony's European churches. Someone would say genially—

"Whitehouse is down again—he's to preach at our church to-morrow, so I suppose we shall have another treatise on the divorce laws!" And the supposition was sure to prove correct.

Bessie's indignation towards these tirades was not because she favoured a dissolution of the marriage-tie as an easy way out of troubles—quite the reverse. What she objected to was his attitude towards what he called the injustice of the old law, whereby a man might obtain a decree against his wife for the sin of adultery, while she had not the same advantage regarding her husband. He said, in effect, though he used more nicety of expression, that what was sauce for the goose was sauce for the gander; and this moral levelling of the sexes hurt Bessie's high feminine pride. Of course, had her own husband been inclined towards straying in that direction she might have felt differently!

"You see," she would contend (she was supposed to be arguing with Dick, but as he really only listened in good-natured toleration, her opponent was an imaginary one), "it's quite as horrible for a man to fall for a woman, but I think God really did give us women a higher standard to uphold than men, and in giving it He made it easier in some ways for us to hold it. The world always looks on a woman's fall to be a worse drop than a man's—that is where it pays us such a wonderful piece of homage, in acknowledging that we have so much farther to fall! Mr. Whitehouse pretends to 'stick up' for us women; that is what annoys me, just as though we wanted to be 'stuck up' for, and

were all miserable creatures like his own silly little wife! It's perfectly saintly of him to excuse her as he does, but in his effort to make everyone else excuse her too, he is dragging all womanhood down to the same weak level. 'Sauce for the goose' is not 'sauce for the gander'—if women were not made better than men, and intended to remain so, there wouldn't be much consolation for us in bearing all we do for you stupid creatures!"

Whereat Dick would laugh heartily and tell her she ought to take his pulpit for him the following Sunday.

The Camerons as a rule attended Evensong at the Cathedral. In the morning Dick preached at one or another of the churches or at his own school chapel, but he was seldom required in the evening, so they generally enjoyed themselves as members of the congregation then. One early July evening, not but tempered by a gusty breeze that swept in the windows and helped the electric fans as it laughed at their artificial efforts, Bessie settled herself back in her seat with a sigh of resignation as the Rev. Basil Whitehouse ascended the pulpit steps. He looked particularly well that evening. His black hair was very grey round the temples now, and there were many lines round his mouth and eyes. But in spite of these signs of age he was, at fifty-six, a remarkably handsome man.

The Cathedral was uncommonly well-filled for a July evening, especially as the typhoon signals had been up all day, and in reminder of the treachery of the island's good-weather smile; there were soldiers and sailors and Chinese students as well as the European civilians, so the visiting clergyman had quite a large congregation at which to hurl his usual drastic sentences.

"A wfully out-of-place subject for all these boys," commented Cameron to himself. "Poor old Whitehouse will be going off his head over this sort of thing if he doesn't look out."

The discourse, if it had not been so wearisomely stale, was a good one and the threads well held together, and it was evident that the preacher was just drawing to an impressive close, when he suddenly paused, passed his hand over his forehead, gripping the pulpit-rail with the other, and gazing, staring fixedly for a few odd seconds, right down at the door of the big west porch. It was broad daylight still, though the lights were on, and everything could be seen as clear as noon-day. For nearly a minute the whole atmosphere was tense and strained. No one except those at the extreme back of the Cathedral could see what was going on in the porch and open doorway.

Then the watcher at the pulpit recovered himself. Those in the front seats could hear distinctly his laboured gasp for free breath, as he finished his sentence. "Remember, friends, 'all have sinned and come short of the glory of God,'—not one, or some, but all—each according to his or her own temptation!" Then he turned. "And now, to God the Father!"—but he said no more; instead he slipped down, fainting, and two men from the choir, just at the back of him, sprang up in time to hold him as he fell. They helped him out into the vestry with very little fuss. And the resident chaplain gave out the closing hymn, and the service finished with no commotion at all, only, a feeling of sympathy for the man whose strength had so evidently failed him through the summer heat.

Dick Cameron slipped round to the choir vestry immediately. They had been fainting the stricken man and giving him water, and had left him alone now, and he was looking almost himself again, save for a strange expression of perplexed wonder in his eyes.

"I never fainted in my life before," he said apologetically. "It was a ridiculous thing to do. But there was someone standing in the doorway, you know, and she looked up at me—a woman in a long, sweeping white dress."

The Rev. Basil Whitehouse stopped, and glanced around, as if to make sure they were alone. "Cameron," he went on in a queer half-whisper, "I know you'll think I'm crazy, but I must tell you, or my brain really will break, I think. She looked up at me, and I saw her face plainly—it was Stella, my wife!" And Cameron smothered the ejaculation that rose to his lips, and only said soothingly, "You'll be all right now you've told someone—have another go at the water, old man!"

Dick and Bessie discussed the extraordinary incident, but only in a very few words, after they had made their way home, through the now quickly gathering storm, up in the Peak tram, and along the country road in chairs, and as they stood, dinner over, on the closed-in verandah watching the wonderful evening turn into a night of shrieking wind and torrential rain.

"It seems incredible that his wife should be here," said Dick thoughtfully. "And I asked young Dawson, who was sitting right next to the open door, if he saw anyone there (of course, I didn't say what Whitehouse told me), but he said he felt pretty well sure there was no-one at all."

"He might have been mistaken," said Bessie. "And she might—it's possible—be out here. It isn't either of those doubts that makes the thing seem queer—in my eyes. It's the fact of his description—a long, sweeping white dress—like she wore when we met her first, I suppose. Now Dick, could you imagine any ordinary white woman in a long, sweeping white dress 'in these days of flapper frocks and bare knees'?"

That was a terrible night! The typhoon broke on a small island just off the Colony, so all but its worst force was spent on Hongkong. The wind howled like demons playing hide-and-seek among the banyans and bamboos and the massive city buildings; the rain fell in a blind sheet, as though poured from some mammoth bucket; and the waters tore down the swollen nullahs on the hillside, turning them into rushing, thundering rapids.

And the next day a short paragraph in the account of the typhoon in the local papers had a tragic little tale to tell. A white woman's body, clad in a dark blue silk dress, spoilt and torn, and without

coat or wrap, was found at the harbour's edge, washed down evidently by the monstrous force of water from one of the overflowing nullahs, in the fury of the storm.

Enquiries were made at the various hotels, large and small, since no local resident came forward to claim the body; and it was ascertained that at one of them that morning a lady and gentleman had booked a room, under the name of "Mr. and Mrs. Jones!" And directly after fifteen, the gentleman had gone downstairs with a "boy" carrying a suitcase which he had put into a rickshaw, and the stranger had been wished away to join one of the small northern-bound steamers. He said his wife would be following him in a few days, and that she would do the financial "settling up" when she left. Whether they had quarrelled and he purposely had deserted her, or whether she really meant to join him was a matter that would always belong to the great unknowns, for no-one would ever know. Certain it is that he never returned, and no-one bothered to trace him, or, at last, not to any extent beyond that of mere formality and officialdom, for the lady's belongings covered, in value, her actual expenses, though with very little surplus; and for certain reasons the affair was quietly left alone. Sometimes, even newspapers can be kind. The hotel was under entirely new management, and even if these people had been seen thereabouts before, no one would have taken sufficient notice to recognise them just two ordinary and very commonplace-looking travellers in the rush of the tourists' comings and goings. But the lady had left the hotel late that night, in the height of the great storm, and she had not returned. Her room-boy told his story graphically. "My go loom, makee bed plover, eight clock—Missy have talkee no wanchee any dinner—Missy plenty ehy. And the hall-boy told how he had tried, though to no avail, to dissuade her from going out in the wind and the rain. Their information could hardly be relied upon, however, for a third 'boy' solemnly avowed that they had both confused "Mrs. Jones' identity and movements with those of another lady, who had left the hotel and the Colony early on the Monday. But the manager of the hotel identified the poor drowned creature with the lady who had arrived on the Sunday morning, dress and all, beyond a doubt, so that was all that was needed. She had probably, he suggested, set out to find a certain place that night, missed her way and her footing, and fallen into the rushing nullah, easy enough in the wind and darkness, and so met her death."

And when Dick Cameron, with some plausible excuse, went to look on the grey-white face—it was scarcely bruised at all from its terrible death-journey—he felt no shadow of surprise to see the features of Stella Whitehouse. Nor did he feel surprise when he clasped the hand of Basil Whitehouse, to find that he had gone on the same errand. Nor yet when he asked a few careless questions of that hotel manager, and knew quite surely from his description that "Mr. Jones" was Stella Whitehouse's former lover. They buried her in the wonderful beauty of the cemetery at Happy Valley, among the magnolias and hibiscus; and someone—it mattered little who—put up a plain, simple cross of grey Hongkong granite, with nothing on it whatsoever but the date.

Only a few months later, the Rev. Basil Whitehouse was bravely attempting to save the life of a little Chinese child who had fallen—or been thrown more likely, for it was a little girl—into the river from a sampan, up at Canton; he saved the baby, but the waters claimed their toll; and like his wife, he was drowned.

I asked Dick Cameron if he would tell me what was his real opinion of what had occurred that July.

"Of course, I know, from what you've told me," I said, "that they had bolted together. But I mean—why should they return to Hongkong? And do you think she really was there at the west porch in a long, white dress, as he said? Or do you think it was only—well—a vision, you know?"

Dick smiled. "I have always denounced anything in the shape of a 'ghost story,'" he made answer, "so I must stick to my principles. I think it is likely they came to Hongkong out of sheer bravado—romance she would have called it. And for the other question—she probably strolled round to the Cathedral, having been there so often before, wearing some sort of a white coat over her blue dress, and naturally kept out of sight of the congregation so as not to disturb things; but what she heard was rather too big a dose even for her—and so she—finished things up the way she did."

There was a pause. And then he went on in a rather lower, graver tone. "But that wasn't what Whitehouse thought, you know. I never could determine to myself which was the greater fool—she for giving him up, or he for keeping to her. But, anyway, he always seemed very contented after it was all over; and he never bothered preaching about divorce again. I know he held to it that the third hotel 'boy' was right in saying she wasn't the lady who stayed in her room at dinner-time and died, and then went out in the storm. He thought she had broken with the other man because the sight of her old home had brought repentance, and remorse. That she had slipped away to walk by herself on the hillside—and sitting down, at sunset, had fallen asleep, and so into death. And the flooded nullah had carried her body away hours after the soul had left it. But as they started, soul and body, she had gone in the graceful, sweeping, dress of the old days when she had at least pretended to love him, to smile at him from the Cathedral porch in gratitude for his childlike excuses for her weakness and his more than earthly love. . . . I couldn't imagine her doing anything so decently human, myself, either in life or death," he finished, resuming his more natural tone. "But, there you are—There are more things in heaven and earth, etc.—you know."

"I know," I assented. "Our philosophy only carries us a very little way, after all!"

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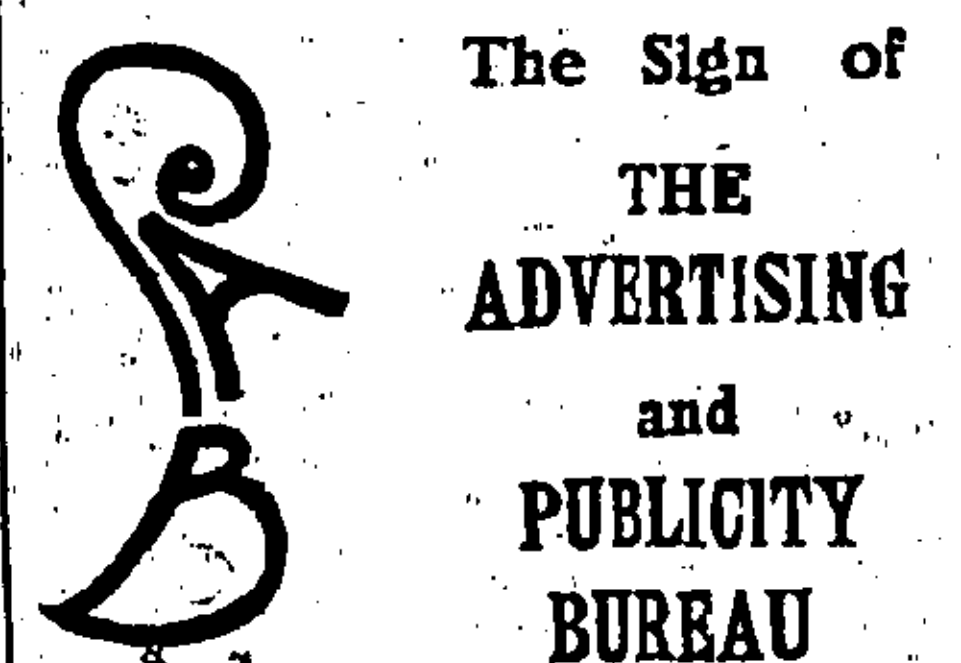
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Temperature	83	78	87
Humidity	73	86	72
Wind Direction	E	Calm	WSW
Force	2	0	8
Weather	O	O	O
Rain	0.00	0.00	0.00

Highest open-air Temperature on 5th ... 84

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British Colony.

HONGKONG SHIPPING.

INCREASE IN HONGKONG CARGO.

POOR RETURNS.

Although only three fewer arrivals
were shown in yesterday morning's ship-
ping statement, than during the previous
day, there was a big decrease in the total
freight, compared with the figures for the
previous twenty-four hours. Returns
made were poor, and if it had not been
for one big entry by a Dutch steamer
they would have been even lower.It was in view of the return referred
to that Hongkong cargo managed to show
an increase instead of a decrease
as the case would otherwise have been.
The increase amounted to something like
3,000 tons, but freight for ports beyond
went down to the extent of over 14,000
tons.

TONNAGE AND NATIONALITIES.

The tonnage figures were as under:—
Total: 38,761 tons; British vessels: 17,523
tons; Other vessels: 20,038 tons.At 9 a.m. yesterday there were 55
vessels in the harbour, of which 24 were
British. During the previous twenty-
four hours twelve vessels arrived, viz.,
seven British, one American, one
German, two Chinese and one Dutch.
The departures during the same period
came to seventeen, viz., one Japanese for
Saigon, one British for Amoy, one Dutch
for Swatow, one Chinese for Sha U
Cheung, one Japanese and one British
for Singapore, one Japanese, one Italian
and one Chinese for Shanghai, one
American for Manila, one British for
Mol, one British for Canton, one
Japanese for Keelung, one Japanese and
one British for Takao, and two Chinese
and one French for Kwang Chow Wan.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m.
yesterday)

For Hongkong 12,922 tons.

For ports beyond 6,482 "

Total 19,404 "

(For the previous 24 hours ended at
9 a.m. on Tuesday)

For Hongkong 8,853 tons.

For ports beyond 21,194 "

Total 30,047 "

Of the cargo for Hongkong, five British
vessels brought 4,552 tons between them,
the best returns being 1,800 tons and 1,347
tons. Of the remaining 8,370 tons in
vessels of other nationalities, one vessel
returned 7,081 tons. With regard to the
freight for ports beyond, this was all car-
ried in three vessels, a British steamer
had 720 tons, and two vessels under
other flags carried 1,200 tons and 4,562
tons respectively.

THE ARRIVALS.

The arrivals for the twenty-four hours
ended at 9 a.m. yesterday were as
under:—Empress of Asia (British) from Van-
couver and Shanghai with 433 tons
of general cargo, mail and 730 tons
for Manila;Tea (British) from Haiphong and
Kwang Chow Wan with 1,347 tons
of general cargo and mail;Taikoo (British) from Tientsin in
ballast;Cheong Shing (British) from Canton
with a nil entry;Kwang Sang (British) from Tientsin
and Waihaiwei with 1,800 tons of
general cargo and mail;Langton Hall (British) from Newport
News and Manila with 700 tons of
general cargo and mail;Hydrangea (British) from Kwang
Chow Wan with 722 tons of general
cargo and mail;President Jackson (American) from
Manila with 150 tons general cargo,
mail and 1,200 tons for ports be-
yond;Saarbrücken (German) from Bremen
and Singapore with 530 tons of
general cargo, mail and 4,562 tons
for ports beyond;Sui Yik (Chinese) from Sha U Chung
with 12 piculs of general cargo and
fruit;Hsin Fung (Chinese) pirated vessel
from Shanghai;Bandong (Dutch) from Rotterdam and
Djankar with 7,681 tons of general
cargo.

LATER ARRIVALS.

Later arrivals, too late for inclusion
in the above returns, were as under:—Shanai (British) from Shanghai with
500 tons of general cargo and mail;Lee Fie de Paul Doumer (French)
from Saigon with 1,247 tons of
rice and mail.SUNRISE AND SUNSET IN
HONGKONG.

FOR OCTOBER, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN,
EAST OF GREENWICH.)

Date. Sunrise. Sunset.

October 7th.....6.18 a.m. 8.08 p.m.

8th.....6.16 " 8.05 "

9th.....6.17 " 8.04 "

10th.....6.17 " 8.03 "

11th.....6.18 " 8.02 "

12th.....6.18 " 8.02 "

13th.....6.19 " 8.01 "

14th.....6.19 " 8.00 "

15th.....6.19 " 7.59 "

16th.....6.20 " 7.58 "

17th.....6.20 " 7.57 "

18th.....6.21 " 7.56 "

19th.....6.21 " 7.55 "

20th.....6.21 " 7.55 "

21st.....6.22 " 7.54 "

22nd.....6.22 " 7.53 "

23rd.....6.23 " 7.52 "

24th.....6.23 " 7.52 "

25th.....6.24 " 7.51 "

26th.....6.25 " 7.50 "

27th.....6.25 " 7.49 "

28th.....6.25 " 7.49 "

29th.....6.26 " 7.48 "

30th.....6.26 " 7.48 "



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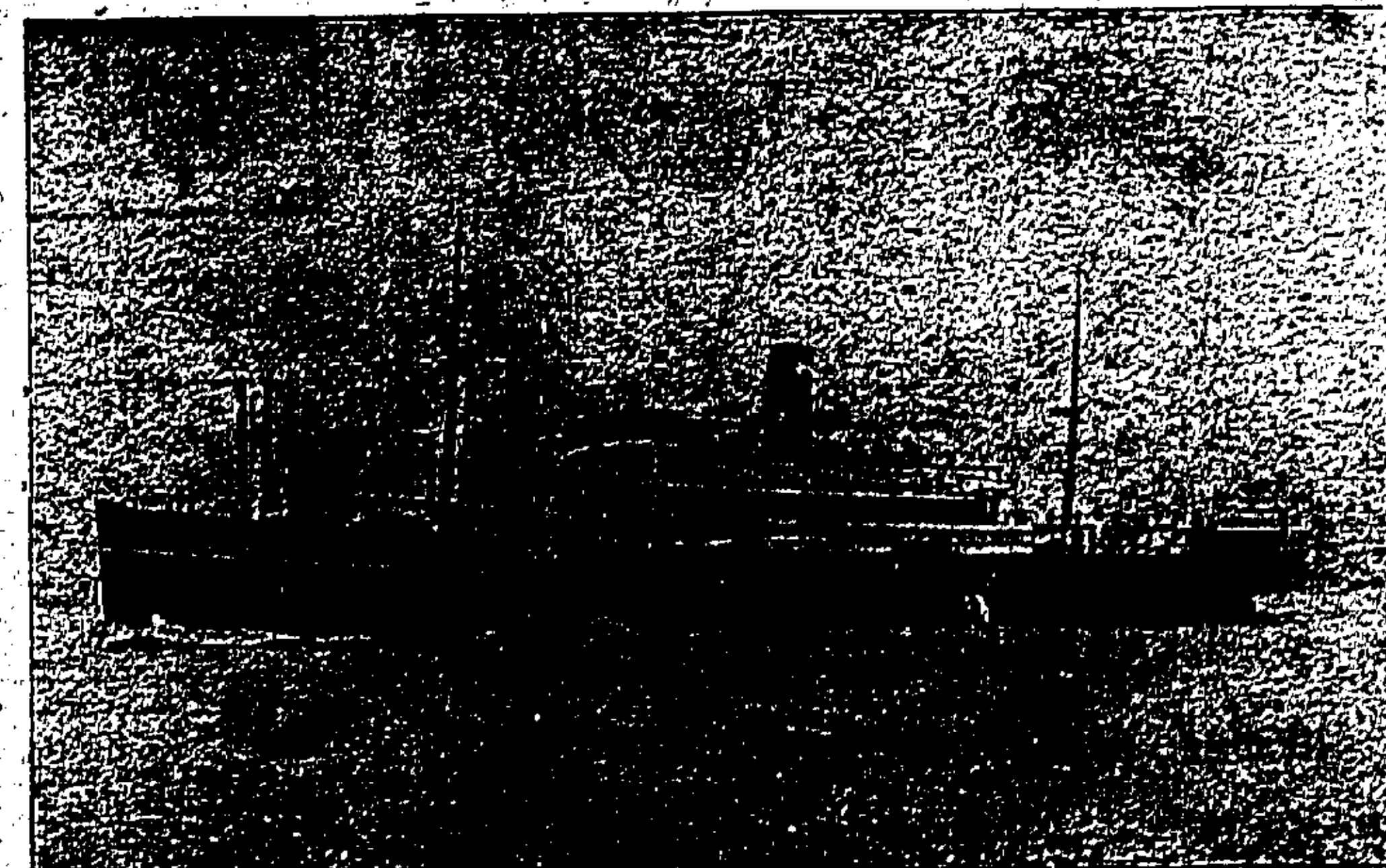
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KOWLOON-CANTON RAILWAY. TIME-TABLE.

WEEK DAYS											
Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Kowloon	6.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29	7.10		
Yuenai	6.50	9.24	10.39	11.49	12.09	1.24	4.44	5.38	7.19		
Shatin	7.02	9.36	10.51	12.01	12.21	1.36	4.56	5.51	7.31		
Taipei	7.16	9.49	11.04	12.14	12.34	1.49	5.09	6.04	7.44		
Taipei Market	7.31	9.53	11.08	12.18	12.38	1.53	5.13	6.08	7.53		
Fanning	7.45	10.07	11.22	12.32	12.52	2.07	5.27	6.22	8.07		
Shumshu	7.58	10.20	11.35	12.45	13.05	2.20	5.40	6.35	8.20		
Shumshu	7.42	10.15	11.30	12.40	13.00	2.15	5.35	6.30	8.15		

SUNDAYS AND PUBLIC HOLIDAYS											
Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Kowloon	6.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29	7.10		
Yuenai	6.50	9.24	10.39	11.49	12.09	1.24	4.44	5.38	7.19		
Shatin	7.02	9.36	10.51	12.01	12.21	1.36	4.56	5.51	7.31		
Taipei	7.16	9.49	11.04	12.14	12.34	1.49	5.09	6.04	7.44		
Taipei Market	7.31	9.53	11.08	12.18	12.38	1.53	5.13	6.08	7.53		
Fanning	7.45	10.07	11.22	12.32	12.52	2.07	5.27	6.22	8.07		
Shumshu	7.58	10.20	11.35	12.45	13.05	2.20	5.40	6.35	8.20		
Shumshu	7.42	10.15	11.30	12.40	13.00	2.15	5.35	6.30	8.15		

SHA TAU KOK BRANCH											
Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Fanning	6.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29	7.10		
Shumshu	6.50	9.24	10.39	11.49	12.09	1.24	4.44	5.38	7.19		
Shatin	7.02	9.36	10.51	12.01	12.21	1.36	4.56	5.51	7.31		
Taipei	7.16	9.49	11.04	12.14	12.34	1.49	5.09	6.04	7.44		
Taipei Market	7.31	9.53	11.08	12.18	12.38	1.53	5.13	6.08	7.53		
Fanning	7.45	10.07	11.22	12.32	12.52	2.07	5.27	6.22	8.07		
Shumshu	7.58	10.20	11.35	12.45	13.05	2.20	5.40	6.35	8.20		
Shumshu	7.42	10.15	11.30	12.40	13.00	2.15	5.35	6.30	8.15		

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PAIN IN THE JOINTS, AND ALL THE AFFECTIONS OF THE
DIGESTIVE SYSTEM.

THREE DAYS IN MOSCOW.

LETTER FROM THE TRANS-
SIBERIAN RAILWAY.

A NAVAL OFFICER'S
IMPRESSIONS.

The following letter has been received from a young Naval officer on his way home via Siberia. It does not give us much of an insight into the Bolshevik political system but it is amusing because it conveys the impressions of the average traveller who has no idea that his description of the journey will be made public.

DEAR FRODOG—We are just going through Cologne: you have no idea how wonderful the Cathedral looks in the twilight, and the old bridge across the Rhine, with the City Arms still engraved on the huge gate-way.

The seven days across Siberia were monotonously dreary; nothing but plain and forest, forest and plain, interminably. At Manchouli, by way of variety, we waited in the station from 8 p.m. till 3 a.m. while they repaired the line washed away by rain. Consequently instead of arriving in Moscow at noon, we steamed in at 3 a.m. next morning. It was rather a marvellous sensation driving over those historic cobbles at that eerie hour. When we got to the hotel the first faint streaks (as the Russian novelists say) were paling the heavens, and one instinctively thought of murder, and crimson, and the Third International, among other gruesome things.

Three days in Moscow, and quite enough they were. The old buildings catch the eye, but unfortunately we couldn't show our nose inside the Kremlin, which would have been a consolation for some of the discomfort en route, (although I did get a berth to myself, and wasn't sandwiched betwixt two corpulent ladies, as you promised me!) I wish you could have seen the Churches and Art Galleries; there's one picture that sticks in my mind—the famous one of Ivan the Terrible crying over his eldest son whom he's just butchered.

The people look utterly miserable, and the houses are horribly unkempt, the plaster peeling off, and bullet holes still peppering the walls of some of the oldest palaces.

You don't see one well-dressed man or woman in every hundred—by well-dressed, I mean, other than in workmen's clothes. It is really nothing but a city of labourers in an unwashed state; any decent person has presumably been killed, or driven away, if he was lucky.

It is quite the most expensive town in the world, and you get nothing but workmen's meals for your money; stuff at which British miners would turn up their noses. You really ought to see the Russians eating in a restaurant or dining-car; a whole chicken or rabbit is easily consumed by a single ravenous mouth at one sitting!

The Russian considers it bad form not to eat with his hat on, while the Mongols, Slavs, and Latins, favour the method of employing the end of the knife (tres chic). As for the waiters, they are keen for a spot of liberty, equality, etc. They fairly shovel pig's food at you, charging you double what you'd pay in any other country, take orders pipe in mouth, and sit down to dinner at the next-door table simultaneously as you are enjoying your own repast!

The difference is noticeable at once after crossing the border into Poland; all the men are well-groomed, and the women sport the latest Paris fashions, every other being a "lovely". I spent a "Joren" on feeding a pretty Polish wench on British cigarettes (as opposed to Russian), at the end of the corridor-train, but when she'd finished her second she suddenly became violently agitated, twirling her wedding ring, and pointing to a large prize-fighter who was making his way towards us. As she rolled her eyes wildly, and gesticulated disapprovally, I gathered it wasn't done to feed a favourite wife on alien cigarettes, so promptly desisted. They ought to publish a pamphlet on socialist etiquette for unenlightened travellers!

Having read thus far, you will say I am a near relative of the Mad Hatter, frankly, I am feeling a bit disoriented after eighteen days of hooliganism, or socialism, or whatever they call it. But we'll be in London to-morrow morning, and already Europe seems good—smells quite different from Asia—so away with the lagard, and the little black dog that sits on your shoulder—Yours, (without etc.),

SUB-LIEUT. DASH.

"CHANGE, AND SOME TIMES DECAY."

[BY JANET HALL.]

Nietzsche says that everything in marriage is transitory, except a woman's conversation, and such a generalisation might be matched with the statement that a good shopper makes a good wife! If this be true, and applies equally to the sexes, it is also of interest to study some of the complexities facing the retail trade and its assistants.

The old order changes at the very beginning of barter when the shopman says, the article is the best on the market, and will wear a lifetime. In place of an immediate purchaser the poor man finds himself confronted with a client who wants the equivalent of small money and quick returns. The housewife, and she is the world's largest shopper, does not want her dress "to last a lifetime, and do for a petticoat afterwards!" Her grandmother's ideas of durability firstly seem extremely unhygienic, and secondly monotonous. She wants to change her cretonnes as often as her frocks; her undergarments are dependent upon the shape of her gowns, her hats lead a short life, but a gay one, and everything in her kitchen must either keep merry and bright, or give way to foreign competition. The Sunday joint, which lasts until Thursday, has disappeared; partly on account of the initial outlay, and partly because British home cooking is improving and the taste for variety, and made-up dishes, naturally accompanies an interest in food. Durability has lost its value in the public mind, and the criticism that this is an age of extravagance does not entirely suffice. There is a definite reaction in England against the dowdiness of the Victorian infatuation. This tendency is more noticeable in clothing, because human interest is ever increasing in that sphere, and there have been revolutionary changes not altogether to the credit of public taste. The medical profession is becoming daily more influential in this aspect; they educate the community out of a rut of despondency and acceptance, in regard to illnesses, and with the aid of the Press, they have already seduced the entire public from the theory that weight is in direct, and equal, relation to warmth. So much is this the truth that manufacturers and furriers are in a wild helter-skelter to surpass their own efforts of the previous year towards the elimination of causes of fatigue. In spite of synthetic, and artificial, and that, the general trend towards health and comfort is undeniable. From the days, fifteen years ago, of the heavy tweed coat and skirt with its accompanying "thick lined mackintosh" and "boots," of now have Madam neatly tailored in as few inches of "Kasha," as is consistent with "line," a waterproof of *trépe de chine* to match, and well cut shoes of fine quality leather, or reptile skin.

The new era in footwear may have its origin in asphalt, which seems a contradiction in terms, but out of the strong certainly came forth the "trail" as well as the sweet! The cemented surface of our large towns, and the tarred faces of our main roads, and streets through the British Isles allow young and old, rich and poor, to indulge in any fantastic make of shoe without economic regard for the materials employed. Stockings keep pace and speak for themselves in down-right and often loud tones!

To return to the question of durability, it cannot be denied that the black silk frocks of our grandmothers were heirlooms; and the trade can give us no satisfactory reason for the deterioration in quality of that material. Price, which precludes general consumption is surely not capable of driving perfection completely out of manufacture. A silk comparable to that of 1850, and guaranteed as such, would have been eagerly sought after at Wembley, whatever the cost, and Maclefield might still hold the world's market for this line, if they had never lost the confidence of the public. As it is, no matter what class of goods are bought, there is no guarantee of anything beyond style, cut, or anticipation of next year's fashion; this influence extends far beyond the realm of clothing.

It used to be argued that there was a judicious reason for buying a superior make of car than the income indicated, since it would fetch a much better price proportionately when sold as second-hand. The faults and frailties of mass production may not have contaminated the better motor works, but the whole basis of such a plea is wrecked by the frequent introduction of such improvements as four-wheel brakes, and sleeve-valve engines. No owner likes to be behind the times, and many a small boy has been disappointed with his mechanical engine at Christmas, because it had no whistle, we are all erudite small-boys when it comes to buying a car. A double R. on the "chop," or the white spot in the stem of a favourite pipe still stand for something precious besides the quality they indicate.

MAN "MADE OF GLASS."

FEAR OF BEING ASKED TO SIT
DOWN.

TRICKS OF THE MIND.

The extraordinary case of a man who was so haunted by the belief that he was made of glass that he did not dare enter certain houses for fear he should be asked to sit down is described by Dr. James Nicoll, medical superintendent of the Fountain Mental Hospital, in the annual report of the Metropolitan Asylums Board for 1925-26.

This case is paralleled by that of Haxianesi, a Greek commander-in-chief in Asia Minor during the war with Turkey four years ago. The general was at one time confined in an asylum because he was under the impression that his legs were made of crystal.

The man mentioned by Dr. Nicoll had business acumen and mental facilities of no mean order. He was aware that his idea was a wrong one, but on certain occasions was "quite unable" to combat it.

Dr. Nicoll also deals with the problem of reverie. Instances are on record, he says, "of individuals being so deeply immersed in thought as to know nothing of their surroundings or to be entirely insensible to pain and danger."

"Reverie is an approach to dreaming or sleeping, and with its onset attention to surrounding objects increasingly fails as the mind wanders over many vague and unconnected ideas."

Sleep-Walking.
"How often," adds Dr. Nicoll, "have we looked at a watch to know the time, and after a cursory glance, replaced it in our pockets without noticing it! In reverie attention and imagination are allowed free play by voluntary surrender of the will."

Dr. Nicoll, commenting on the eerie disease of somnambulism, makes interesting disclosures concerning the apparent rationalism of sleep-walkers. In a case quoted, the patient rose from her bed, and on being met, gave quite rational answers to the night nurse, who informed her of the time and led her back to bed. In the morning she knew nothing of her nocturnal exploit.

Another form of everyday peculiarity from which many people occasionally suffer is, Dr. Nicoll states, that of those who walk along the street talking particular care to prevent their feet from touching the joints in the pavement. These people often feel compelled to touch certain spots on the walls they pass.

BETS ON WOMEN'S SWIMS.

LLOYD'S UNDERWRITERS TO PAY
£28,000.

A Home paper of September 4th states that cables received from New York stating that enthusiastic Americans had won fortunes of £20,000 or more over bets on the successful swimming of the Channel by Miss Ederle and Mrs. Clemington Corson, turn out to be grossly exaggerated. The bets were placed at Lloyd's, and from inquiries in the City it was ascertained that the liability of the underwriters is approximately £23,000 against Miss Ederle and £43,000 against Mrs. Clemington Corson.

A member of Lloyd's stated that the premium paid in the case of Miss Ederle was £12-12s per cent, and £10-10s for Mrs. Corson.
This is equivalent to odds of 100 to 12 and 10 to 1. The guineas represent brokers' commission.

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"STANLEY GIBBONS" MONTHLY JOURNAL
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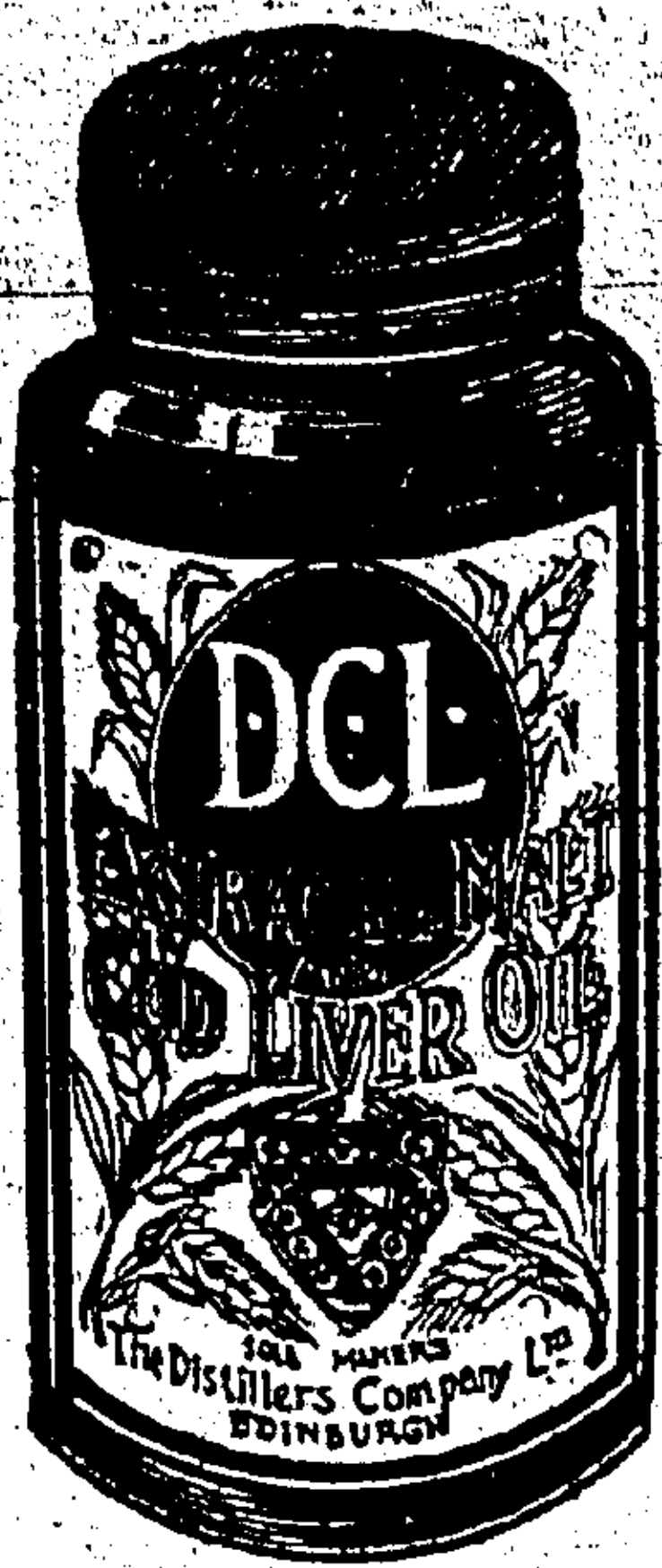
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SUMMER HOLIDAY
RESORTS



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LONDON AND SHANGHAI

TILTS AT ABERDONIANS.

**LIBELS OF THE NORTH OF THE
TWEED.**

A COLLECTION OF JOKES.

A correspondent in a recent issue of *T.P.'s and Cassell's Weekly* has the following humorous article dealing with Aberdonians:

The generosity of Aberdeen in the matter of humorous anecdotes is proverbial, or deserves to be. Thus not long since a Scottish firm published a little collection of them, compiled by a gentleman confessing to the name of "Allan Junior," and though not all the best stories of the Aberdonians are to be found there, a few of them demand inclusion in this very eclectic selection. There are two belonging to the variety in which a Jew makes his appearance:

Jew and Scot.

There is the story of the Jew who arrived in Aberdeen to start business. On getting out of the station he saw a carter feeding a hen with the leavings of his horse's breakfast. It was too much for Ikey. He took the next train home. While journeying down the coast he got into conversation with some stranger. "That steamer's frae Aberdeen," remarked the stranger. "How do you know?" asked Ikey. "There's nae gulls following it," was the reply.

And of course there were two Aberdonians and one Jew attending what they understood to be a free lecture in London. During the course of the meeting a collection was announced. The Jew fainted, and the two Aberdonians carried him out. But something of the irony of fate, the inevitability of destiny, hangs over the business partnership of a Jew and an Aberdonian. It was dissolved at the end of six months—they went blind watching each other. And there was the Jew who borrowed half a crown of a Scot and died of lead-poisoning.

"Tuppence Under The Plate."

It is said that an Aberdonian in London wrote home: "I'm enjoying my holiday, especially the restaurants, whaur I often find tuppence under the plate! P.S.—If there is no stamp on the envelope, it fell off in the post." But, of course, reputations can be torn to shreds by hearsay, and one ought to consider well before accepting even the report that when a film entitled *The Woman Pays* appeared in Aberdeen the attendances at the local cinema broke all records. Still, one can't help recalling that other story about the Aberdonian who was asked by a companion on the tram-car, "I thought ye kent that lassie sittin' at the front?" "So I dae—but wait till she pays her fare."

"Never Thocht o' Paying."

The national beverage has by the natural course of things found its way into anecdotes about the North Briton. There is, for example, among a great number of similar stories, that of the Kiltie during the war who, having been entertained all the afternoon by an Australian, without making any effort to "push the boat out," himself, was at last observed to put his hand in his pocket. The Australian, slightly sarcastic, said, "Oh, don't you think of paying; just leave that to me." "I never thocht o' paying; I was scratching me leg," exclaimed the indignant Scot. Apropos of the assertion sometimes heard that cinema producers got the idea of slow motion pictures from watching two Aberdonians waiting to see who is going to pay for the drinks, there is curious confirmatory evidence in the story of Jock and Sandy who pulled up outside an inn during their Sunday afternoon walk. After they had stood several minutes outside waiting for one of them to lead the way in, Sandy said: "Weel, Jock, are we going tae hae a drop o' rain soon, think yae?"

"D'ye No Smell A Rat?"

But this slowness observed under certain circumstances may possibly be misleading, for it has often been said that mental processes of the Aberdonian are naturally slow. Hence the legend that they tell their children funny stories in their youth so as to make them happy in their old age. The point of the joke has time to dawn on them. Here, again, appearances may be deceptive, and the slowness may be no more than a mistrust of speech. There was an Aberdonian, a man who trusted to the sense of smell. He had decided to propose to "Jeannie" on Monday night, wasn't I, Jeannie? "Ye wis that." "And I was here again on Tuesday night?" "That's so," Jeannie replied. "And I was back again on Wednesday night." "Yes, George." "And this is Friday, and here I am again. Oh, Jeannie, d'ye no smell a rat?"

Financial Genius.

There is no denying the fact, however, that, try as we will to find variety in the stories from north of the Tweed, the financial interest is difficult to avoid. Even the Aberdonian who was ruined in business, (a rather big pill to swallow) and decided to commit suicide is not exempt from slander. It is said that he asked the chemist for four-pennyworth of arsenic. "What for?" asked the chemist suspiciously, noting the man's haggard look. "For tuppence" was the prompt reply.

After that it seems only reasonable to introduce the chemist as the chief character. He was a local worthy in Glasgow. A man entered and asked to have a cough mixture made up. He refused a patent because of the "fancy price." (Continued on next column.)

A TRANSFORMATION IN GERMANY.

"HATS OFF TO FRANCE."

EVEN LUDENDORFF SYMPATHETIC.

BERLIN.

The leading Conservative paper, *Kreuzzeitung*, publishes an article headed *Balance of Power*, with a pro-French and anti-British tendency. "Whereas we in Germany have hitherto been of the opinion that it was mainly France who was averse to seeing Germany recuperate, we are now made aware that our recuperation is at least equally unwelcome to England."

The *Kreuzzeitung* argues that England has always tried to reserve her position as arbiter amongst the nations of Europe, and that she is now watching Franco-German reconciliation with growing distrust; that she is "counteracting the German Orientation on the Continent"; that she is binding Poland to herself by financial help to the exclusion of Germany; and trying to neutralise German influence in Hungary. Feeling in France, continues the *Kreuzzeitung*, is not against an understanding with Germany, but if England succeeds in "driving a wedge between Berlin and Paris she will continue to be arbiter on the Rhine, and therefore in Europe." In support of its thesis the *Kreuzzeitung* refers incidentally to an article by the "well-known foreign politician Augur" in the *Fortnightly Review*.

Der Jungdeutsche, the organ of the powerful patriotic league Jungdeutscher Orden, quotes the *Kreuzzeitung's* article with approval, and demands that the problem of Franco-German understanding be studied "with the highest seriousness."

Thus the symptoms multiply and reveal a remarkable phenomenon—namely, a general taking off of hats to France amongst those who only a short while ago exhausted the vocabulary of malice and hatred, who organised or applauded the assassinations of French officers in the clubs who boycotted Frenchmen in shops and hotels, who rejoiced over the rise of Abiel Krim and mourned over his fall, who dreamt of the day when German armies would sweep across the Rhine and dictate a new peace in Paris.

Even Ludendorff.

The change has gone so far that even Ludendorff has been affected. In an article recently contributed to the *Deutsche Wochenschau* he showed much fellow-feeling for the French in their financial troubles, which he thinks are reducing them to Germany's status of a Doves Colony. Germany, he maintains, has no reason to rejoice over France's misfortune. He is also sorry of the German unemployed, whom he calls the "Daves Army." He does not think the German people have awakened to realise their situation yet, but believes they will some day. He makes kindly suggestion that perhaps they have not suffered enough or long enough.

His article is full of dark hints about the invisible powers that rule the world, by which he means Wall Street and Lombard Street. He, too, shares the growing hostility towards England and America which seems to be accompanying the changed attitude towards France.

All these emotions are getting a certain amount of encouragement from France, although somehow or other encouragement seems to remain rather unmaterial. The German Nationalist press does not tire of pointing out that German visitors to Paris are much better treated than British or American visitors. Those Germans who are most "assiduous" in airing their French sympathies now are precisely those who used to preach hatred of France as a patriotic duty. The change is, of course, all to the good, for the evil of dangerous mass emotion seem to be vanishing from Germany. That the change should be accompanied by symptoms of Anglophobia is a pity, but the symptoms are not acute. It would seem to be rather like the slightly hostile distrust of a horse with blinkers towards any large objects they exclude from its direct line of vision.

After a few minutes the chemist handed him the mixture. "How much do you want for that?" the customer asked, pulling a handful of money out of his pocket. "That'll be two shillings and tuppence," replied the chemist. Placing twopenny on the counter, the customer bolted with the cough mixture, and was out of sight before the old chemist had reached the door of his shop. "Ah, weel!" remarked the latter philosophically, "it canna be helped. I hae the better o' him by three ha'pences."

Gassy Ladies.

A lady has appeared in only one of these anecdotes so far, and then in a secondary role. In the following anecdote she is made. (Scene: outside the jeweller's.)

"It's a gold outside, an' j'it'll aye keep bonnie-like yerse!" Jeannie. "I'll just need a dight wi' a clood whiles, an' then it'll no turn yellow."

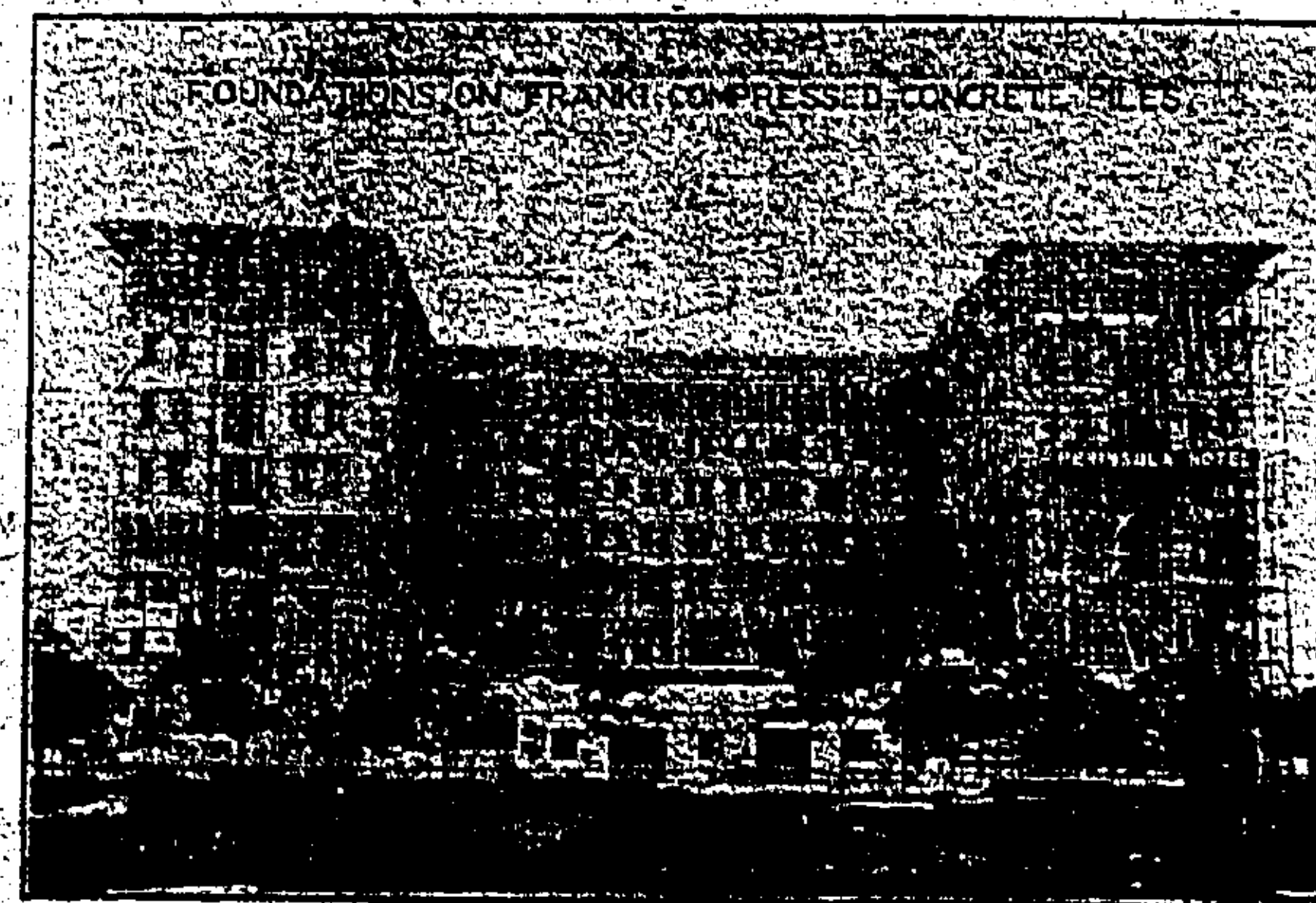
"Like mase!" me turn yellow—an' need dight wi' a clood whiles! Is that a wey tae speak tae a lassie! A'll return yer praisin' the morn's mornin', Mr. McGregor—after I've let Jock Macpherson see it. But, of course, there was also the boarding-house keeper. A tramp, weary with travelling the streets of Aberdeen all day without any reward, at last climbed four flights of stairs in the boarding-house to beg "tuppence for a bed." "Bring the bed here and let me see it," she replied cautiously.

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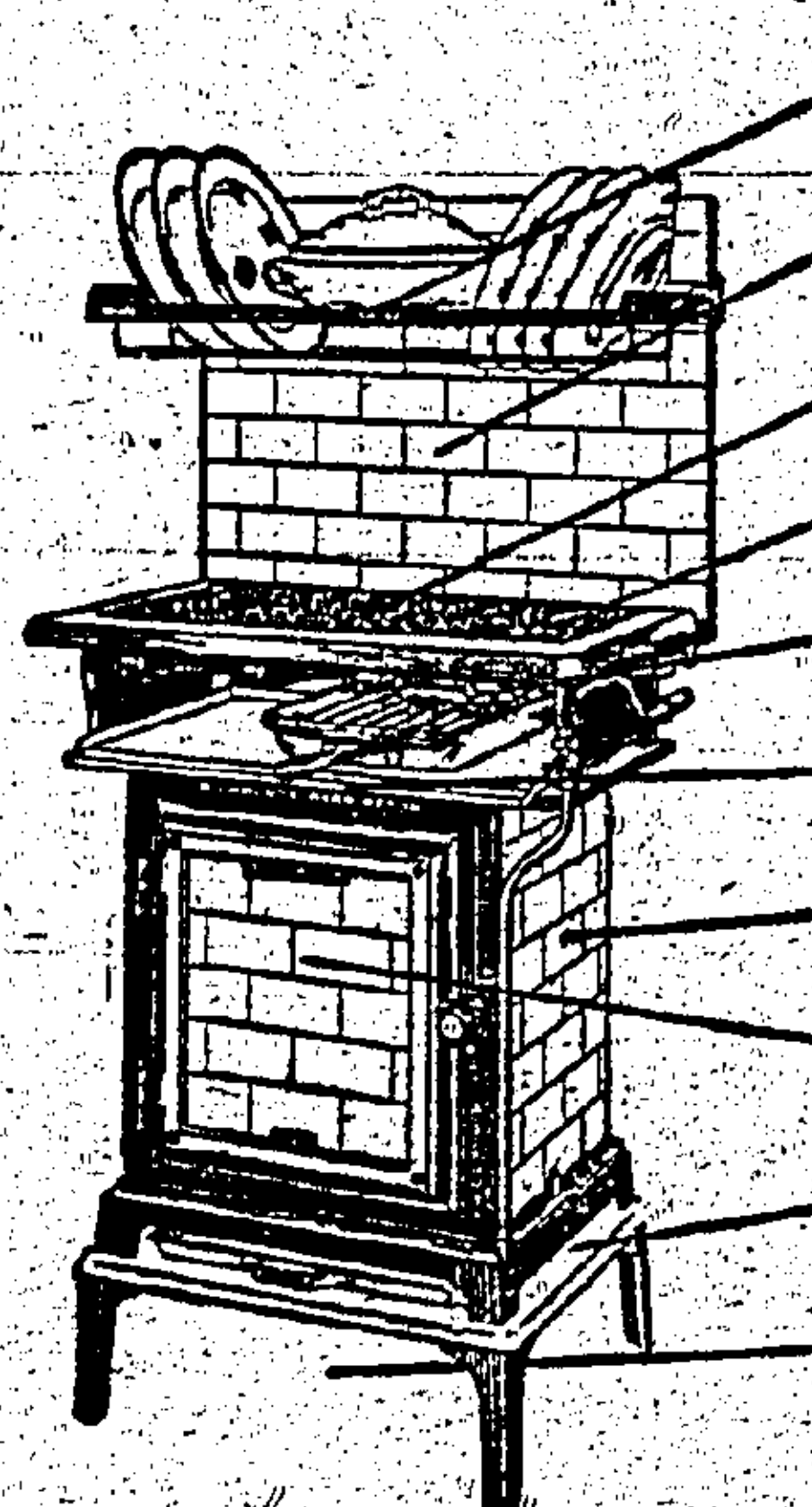
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- 4 New "Efficiency" Burners give maximum heat.
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- 7 White enamel tiled sides easily cleaned.
- 8 White enamel tiled Door for cleanliness.
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STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED

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Run down, with resistance weakened by the enervating and debilitating hot weather, the human system at this time of year is particularly open to attacks of Influenza, Bronchitis, Consumption and many other complaints, all accompanied, or followed by Anaemia.

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HONGKONG HANBARD REPORTS
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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Rheumatism, No. 2 for Gout and No. 3 for Gravel. Price of each bottle, 1/6. All three bottles, 4/6. Sent by post, 5/6. Order from The Daily Press, 2, Queen's Buildings, Hong Kong.

NEW DUTCH MAIL LINER.

THE "PIETER CORNELISZON HOOFT."

The *Pieter Corneliszoon Hooft*, the new motor liner of the Netherlands Steamship Company, arrived at Singapore last week in the course of her maiden voyage from Holland. The liner is the owners' largest vessel and is the biggest passenger liner trading between Holland and the Netherlands East Indies. Her length is 520 feet b.p., the beam 67 feet 9 inches, and her gross tonnage about 14,000. She has passenger accommodation for 240 first class, 301 second class, 75 third class and 54 fourth class passengers. Her cargo capacity is for 10,600 tons and she has two 4,000 h.p. eight-cylinder Sulzer engines, giving a sea speed of 18 knots.

The various public rooms on *Pieter Corneliszoon Hooft* are exceedingly luxurious in character and have an interest in that the decoration of the dining saloon, music room, writing saloon, smoke room and the cabins-de-luxe, does not as is common with British liners, follow any period style, but represent modern Dutch ideas.

In the dining saloon the scheme is in black and white, with bronze figures in the balustrading in the balcony above. The ceiling in the central dome is of beaten copper, and in the wings the ceilings are in gold and white. The pillars are encased in antique bronze, the colour of fumed oak.

The music saloon has four large windows looking out to the bows of the ship, as well as two on each side, in addition to a glass-pannelled door. The ceiling is in gold and white and the panelling of polished mahogany. On the walls are light Flemish tapestries. The smoking room is a lofty compartment, unobstructed by pillars, and has a deep bay on each side, together with numerous long windows. Ebony panelling with carved bas-reliefs at the forward and after ends are interspersed with beaten copper panels and surmounted by representations of old Roman palaces. The ceiling is in gold and silver and the chairs and alcove seats are upholstered in dark tapestry.

The *Pieter Corneliszoon Hooft* will be followed, in due course, by the larger motor liner *Christian Huygen*, recently laid down for the same owners at the yard of the Netherlands Shipbuilding Co.

THE CHINA COAST.

CHANGES IN OFFICER PERSONNEL.

Mr. W. Peplow, from reserve, has gone chief officer, *Shantung*.
Mr. T. L. Rasmussen, chief officer, *Shantung*, has gone chief officer, *Ngankin*.
Mr. F. H. W. Graybrook, from reserve, has gone chief officer, *Wuchang*.
Mr. L. M. Burdett, second officer, *Chuanan*, has gone second officer, *Fengtien*.
Mr. T. P. Graham, second officer, *Fengtien*, has gone second officer, *Liangchow*.
Mr. F. L. Griffiths, from reserve, has gone chief officer, *Chenan*.
Captain W. Noon, from leave, has gone master, *Chenan*.
Captain W. J. Larter, of the *Chenan* is on reserve.
Mr. J. Paterson, sup'y second officer, *Hsin Peking*, has gone second officer, *Chenan*.
Mr. O. S. Rushton, from leave, has gone chief officer, *Taiwang*.
Mr. O. Carrington, chief officer, *Siangnan*, is on leave.
Mr. J. S. K. Oliver, third engineer, *Chusan*, is on reserve. Mr. W. H. Adam, from reserve, has gone third engineer, *Chusan*.
Mr. G. L. Standcliffe, sup'y second officer, *Loongwo*, is on reserve.
Mr. E. Gostling, from reserve, has gone chief officer, *Kutwo*.
Mr. J. J. McLeavy, acting chief officer, *Kutwo*, has gone second officer, *Loongwo*.
Mr. J. J. Thompson, fourth engineer, *Lienahing*, has gone third engineer, *Washing*.
Mr. R. Clark, third engineer, *Washing*, is on reserve.
Captain J. C. Liang, from reserve, has gone master, *Kaiping*.
Mr. A. Watt, acting master, *Kaiping*, has gone chief officer, same ship. Mr. W. E. Contain, acting chief officer, *Kaiping*, is on reserve.
Mr. F. Pine, second officer, *Hsin Kiangteh*, has gone second officer, *Kwangtsh*.
Mr. H. T. Sawyer, second officer, *Kwangtsh*, is on reserve.
Mr. A. J. Kalnin, chief officer, *Tai-shun*, has gone chief officer, *Kwangtsh*.
Mr. O. Skreitull, acting chief officer, *Kwangtsh*, has gone second officer, same ship.
Mr. G. S. Edmondson, second officer, *Kwangtsh*, is on reserve.—Shipping and Engineering.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, October 5th.	
Paris	171 1/2
Brussels	178 1/2
Amsterdam	12 1/2
Berlin	20 3/4
Copenhagen	13 3/4
Cienna	24 3/4
Helsingfors	19 1/2
Lisbon	2 13/32
Buenos Aires	45 15/16
Shanghai	9 7/8
Yokohama	1 11 1/2
New York	4 85 3/16
Geneva	25 1/2
Milan	12 1/2
Stockholm	18 1/2
Oslo	22 1/4
Prague	16 3/4
Madrid	32 3/4
Rio	7 1/2
Bombay	15 29/32
Hongkong	2 1/2
Silver (spot & forward)	26 5/16

THE BANK OF TAIWAN, LTD.

REVIEW OF THE YEAR'S WORKING.

The President of the Bank of Taiwan gave an interesting general review of the financial situation of Japan and of the economic condition of Taiwan at the fifty-fourth general meeting of the shareholders of the Bank held in Tokyo on September 1st.

Referring particularly to Taiwan he said that early in the year the bumper harvest of the preceding year had inaugurated a period of prosperity in the agricultural communities, as manifested in the increase in the price of land, and indications were not wanting that pointed to a coming season of brisk trade in the island. But the failure of the crops, particularly of rice, in the term under review due to the unfavourable weather conditions, and the depreciation of the island's staple products, rice and sugar, caused a wane in the income of the rural communities, and the expected commercial prosperity failed to materialize. No new business enterprise worth consideration was started, transactions in land fell off, and the term closed amidst signs of general depression. The deposits with the entire banks gradually decreased in and after March and by the close of the term stood at Y.93,933,000, which was a fall of Y.1,169,000 as compared with the corresponding period of 1925. The note issue of this Bank averaged Y.47,082,000, being a decrease of Y.3,073,000 from the preceding half year. The external trade of the island aggregated Y.250,610,000, being an increase of Y.13,510,000 over the corresponding period of the preceding year. It comprised exports to, and imports from foreign countries, amounting respectively to Y.23,190,000 and Y.34,360,000 and exports to, and imports from the mainland, amounting respectively to Y.134,000,000 and Y.58,960,000. These figures showed a more or less increase over the corresponding period of 1925, but this was essentially the result of the thriving business in the term immediately preceding, and the speculative transactions induced by the tariff reform, and the island lost in its general purchasing power by reason of the depreciation of its staple products.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

October 6th, 1926.	
Banking Bank	115 1/2 buy.
Do. London	113 1/2 nom.
Chartered Bank	121 1/2 buy.
Mercantile Bank A. & P.	120 1/2 nom.
Do. O. Bank	119 1/2 nom.
East Asia	124 1/2 nom.
Oversea Assurance	125 1/2 buy.
China Underwriters	111 1/2 nom.
North China Insurance	114 1/2 nom.
Union Insurance	123 1/2 nom.
Yangtze Insurance	124 1/2 buy.
China Fire Insurance	120 1/2 buy.
Hongkong Fire Insurance	120 1/2 buy.
Donghai	121 1/2 buy.
H.K. & S. Steamships	121 1/2 buy.
Hongkong Ship	121 1/2 buy.
Indo-China (Ind.)	121 1/2 buy.
Do. (Ind.)	121 1/2 buy.
Shell Transport	121 1/2 buy.
Waterworks	121 1/2 buy.
China Sugar	121 1/2 buy.
Malayan Sugars	121 1/2 buy.
Benguet	121 1/2 buy.
Kailash Mining	121 1/2 buy.
Lampoon (combined)	121 1/2 buy.
Do. (single)	121 1/2 buy.
Shanghai Explorations	121 1/2 buy.
Shanghai Loans	121 1/2 buy.
Bank	121 1/2 buy.
Tronoh Mines	121 1/2 buy.
Ural Caspian	121 1/2 buy.
H.K. & S. Wharves	121 1/2 buy.
H.K. & W. Docks	121 1/2 buy.
Hongkong	121 1/2 buy.
New Engineering	121 1/2 buy.
Shanghai Dock	121 1/2 buy.
H.K. & S. Hotels	121 1/2 buy.
Hongkong Land	121 1/2 buy.
Hongkong Realty	121 1/2 buy.
H.K. Territorials	121 1/2 buy.
Macpherson Estates	121 1/2 buy.
Prince's Buildings	121 1/2 buy.
Rural Lands	121 1/2 buy.
Euro Options	121 1/2 buy.
Orionals	121 1/2 buy.
Shanghai Cotton (old)	121 1/2 buy.
Do. (new)	121 1/2 buy.
China Buses	121 1/2 buy.
Hongkong Tramways	121 1/2 buy.
Pack Franch (old)	121 1/2 buy.
Do. (new)	121 1/2 buy.
Singapore Tramways	121 1/2 buy.
Taxis	121 1/2 buy.
Amusements	121 1/2 buy.
Canton Loan	121 1/2 buy.
Cement (combined)	121 1/2 buy.
Do. (old)	121 1/2 buy.
Do. (new)	121 1/2 buy.
China Lights (combined)	121 1/2 buy.
Do. (old)	121 1/2 buy.
Do. (new)	121 1/2 buy.
China Provident	121 1/2 buy.
Constructions	121 1/2 buy.
Dairy Farms	121 1/2 buy.
Der A. Wings	121 1/2 buy.
Hongkong Electric	121 1/2 buy.
H.K. Electric	121 1/2 buy.
H.K. Buses (combined)	121 1/2 buy.
Do. (old)	121 1/2 buy.
Do. (new)	121 1/2 buy.
Loan Drawings	121 1/2 buy.
Macpherson	121 1/2 buy.
Singapore	121 1/2 buy.
United Asbestos	121 1/2 buy.
Watsons (old)	121 1/2 buy.
Y.M. Bowles	121 1/2 buy.

Sir Stanley Fisher has been appointed Chief Justice of Ceylon. Called to the Bar in 1890, Sir Stanley Fisher was appointed President of the District Court of Kyrenia, Cyprus, in May, 1902; Puisne Judge of Cyprus in 1911 and Chief Justice in 1919. From January 24th to March 14th, 1924, he went on special commission to Cairo under the Foreign Office. He was appointed Chief Justice of Trinidad in 1924.

TO-DAY at ALL SHOWS

2.50
5.10

QUEEN'S

7.15
9.20

The Comedy that is ONE LONG LAUGH

FORTY WINKS

WITH

RAYMOND GRIFFITH

SECOND BIG PICTURE

OF

GREATER MOVIE SEASON

ADDED ATTRACTION:

"A MOVIE MAD MAID" FOX COMEDY
SCREEN SNAPSHOTS: GAUMONT GRAPHIC.

TO-DAY ONLY THE WORLD

RICHARD BARTHELMLESS

IN

WHAT IS PROBABLY HIS GREATEST PICTURE

THE BRIGHT SHAWL

A GLOWING ROMANCE OF REVOLUTIONARY CUBA.

STAR

CONTINUOUS
5.30 to 8.30 p.m.

LLOYD HUGHES

IN

SCARS of JEALOUSY.

At 9.30 p.m.

TREMENDOUS SUCCESS OF
DICK NORTON

AND HIS

NEW GLOBE TROTTERS

2nd PROGRAMME TO-NIGHT.

PRICES—\$3, \$2 and \$1.

BOOKING AT MOUTRIE'S AND STAR.

A.P.C. MAN MARRIED AT SINGAPORE.

MR. M. D. P. GILROY AND MISS J. McMILLAN.

A very pretty wedding was solemnised at the Presbyterian Church, Singapore, on September 28th, the bride and bridegroom being Mr. M. D. P. Gilroy, of the Asiatic Petroleum Co., Singapore, son of Mrs. Reid, of Kampong Bahru Road, Singapore, and Miss Jessie McKenzie McMillan, elder daughter of Mr. and Mrs. McMillan, of Aberdeen. The Rev. G. H. Douglas officiated.

The bridesmaids were Miss Marian Gilroy, sister of the bridegroom, and Miss Nora Holmes. Mr. C. A. Matheson, cousin of the bridegroom, was best man, and the bride was given away by the Hon. Mr. G. C. Clarke.

THE QUEEN'S THEATRE

"FORTY WINKS" AND RAYMOND GRIFFITH.

"Forty Winks," which opened at the Queen's Theatre yesterday, is an admirable successor to "The Black Pirate," and, while of an entirely different calibre to that film, it is thoroughly entertaining, and should not fail to prove a "big draw" until Saturday night, when the final screening takes place.

"Forty Winks" has been described as a comedy, but it would be more correct to call it a capital comedy-drama, with a high spice of humour introduced between the thrills by the noted "silk hat comedian," Raymond Griffith. This well-known movie-actor plays the part of the well-dressed, rather sappy, snipid, and altogether "Johnny" type of Briton, with brains enough behind the foppishness to retrieve the stolen Navy Coast Defence Plans—to perfection. His famous "silk hat" also figures prominently throughout an "extensive" picture which does not allow for one dull moment from the screening of the last.

As stated, the picture will continue until Saturday. It will be followed on Sunday by Tom Mix in "The Rainbow Trail," (a sequel to "Riders of the Purple Sage") which will run until Tuesday. "Madame Sans Gene" is also booked for early showing.



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RACING NOTES.

[By RAPIER.]

Yesterday morning saw a goodly number of enthusiasts round the rails including Mrs. R. J. Paterson who has just returned from the North. Mrs. Paterson is a keen horsewoman with a knowledge of training ponies second to none. Her support of racing and hunting is very real and her presence always creates an atmosphere of friendliness.

Brodie has not ridden for some time as he is training for the V.R.C. Swimming Races. He will, however, look after the interests of the Paterson's stable on Saturday. The following Jockeys will also be seen in the saddle:—

Mr. Ralph for Messrs. Hall and Shenton; Messrs. Gordon and Cobbold for Mr. and Mrs. R. M. Austin; Captain Reidy for Messrs. Dyer and Beith; Mr. Stanton will ride his own ponies and Mr. Dunbar's; Dr. Macgowan will be up on Sunburst Rose in the 1½ mile "B" Handicap and on Drake in the Hunt Race; Mr. Charles will be on Golden Pheasant in the 1½ mile "B" Handicap and on New York in the Hunt Race; Mr. Rosa will ride Lady Luck and Rayfield; Lieut. Comdr. Grant will have the mount on Mr. H. P. White's Saracen and Mr. Sewell will ride Mr. Tester's Demon Boy in the 1½ mile "B" Handicap.

A few ponies were tried out for the Polo Scurry yesterday morning. This Race usually produces a decent dividend as it only a 3 furlong Race with post entries.

In the Aggregate Stakes Goblin, Lady Luck, Brigade Call and Total Abstinence will face the Starter. Saligia is fit but has been wisely let down. He has 12 points to his credit. Total Abstinence has only 5 and Brigade Call 2. If Total Abstinence wins on Saturday Saligia will have to go out in the November meeting to make sure of the Cup.

Times taken yesterday were as follows: Regent (boy), 1 mile: 1.48; last quarter, 31.1-5. Fireworks (Mr. Gordon), 1 mile: 1.48; last quarter, 31.1-5. Dobbin (boy), 1 mile: 1.44; last quarter, 31.2-5. September (boy), 1 mile: 2.29; last quarter, 32. Sandpiper (Stanton), 1 mile: 1.35; last quarter, 31.2-5. The Grass Course is in fairly good condition and the Clerk of the Course is to be congratulated on fighting the elements so successfully. There are one or two rather wet spots on the course which will no doubt receive attention and it should be possible to gallop on the grass on Friday morning.

My selections for the different races will appear in Saturday morning's issue.

FANLING HUNT.

The following is the programme for the Steeplechase Meeting on the 30th inst.:

1.—MADRID PLATE.—1½ Miles. For China Ponies that have started at Kwantli Steeplechases and have not won. Catch weight 150 lbs. Entrance fee \$5.

2.—OPEN HEAVYWEIGHT STEEPLCHASE.—1½ Miles. For China Ponies. Catch weight 165 lbs. Entrance fee \$5.

3.—AUTUMN HANDICAP STEEPLCHASE.—1½ Miles. For China Ponies. *Bona fide* property of subscribers of the Fanling Hunt. Entrance fee \$5.

4.—OPEN LIGHTWEIGHT STEEPLCHASE.—2 Miles. For China Ponies. Catch weight 150 lbs. Entrance fee \$5.

5.—UNITED SERVICES RACE.—1½ Miles. Open to Navy, Army, Royal Air Force and Hongkong Volunteer Defence Corps, for China Ponies. Catch weight 155 lbs. Winner of one Steeplechase 7 lbs. penalty; of two or more 14 lbs. penalty. Entrance fee \$5.

The Course is in excellent condition and it is hoped that members of the Hunt will bestir themselves and make the opening meeting a big success.

LAWN TENNIS.

THE ARAGONS' VICTORY OVER TILDEN AND COEN.

By the *Empress of Asia* yesterday, en route to Manila from the United States, was Mr. G. Aragon, one of the two brothers who represented the Philippines in the last Davis Cup Competition. His brother preceded him home two months ago.

As is generally known, the Aragons, although unsuccessful in the Davis Cup matches against Japan, had a successful tour in the United States. They met and defeated many famous players and have even to their credit the victory in a doubles match in which Tilden was one of the opponents. The match in question was in the semi-final of the Tri-State Championship at Kansas City, and Junior Coen was Tilden's partner.

CRICKET.

INTERPORT TRIAL.

The following teams have been selected to play in the Interport Trial match on the H.K.C.C. ground on Saturday, at 2 p.m. The match will be continued on Monday, 11th, at 11 a.m. The sides have been chosen as far as possible to represent old Interport players against those who have not played in Interport matches.

A. W. Hayward's side:—A. C. I. Bowker, B. D. Evans, J. D. Humphreys, S. A. Jamail, R. E. H. Oliver, A. W. Ramsay, A. A. Rumjahn, H. Standage, C. D. Wales, and Capt. R. A. Warters. E. J. R. Mitchell's side:—Capt. C. A. Bridgland, Capt. N. C. D. Brownjohn, W. Brace, Capt. Evers, F. C. Goodwin, S. Jex, G. P. Lammert, Major Lightfoot, J. Lyl, H. V. Parker, J. A. Summers, and G. E. Vallack.

RIFLE SHOOT.

KOWLOON DOCK TEAM AND EAST SURREYS.

GATHERING AT STONECUTTERS.

A shooting competition was held at Stonecutters during last week, and when Mr. R. M. Dyer, of Kowloon Dock, entertained the East Surrey Regiment at a shoot against members of the dockyard staff.

There were five practices, application 200, snap shooting, fifteen rounds in one minute, application 500; and attack competition. The individual scores in each practice were:—

Surreys.	
Lieut. C. H. Dickens	127
C.S.M. Parks	114
C.S.M. Estall	117
C.Q.M.S. Franklin	124
C.Q.M.S. Sales	119
Sergt. R. Hicks	127
Lieut. C. Williams	119
Corpl. W. Menkes	123
Total	990

Kowloon Dock.

W. J. Rattey	108
W. J. Rattey	88
G. Duncan	105
G. Duncan	81
G. H. Cuthill	114
D. Gow	106
R. Lapsley	103
Total	835

A silver cup was presented to each member of the winning team and a souvenir silver spoon to each member of the Dockyard team.

In a brief speech, Mr. R. M. Dyer referred to the spirit of sportsmanship which had been shown, and expressed regret at leaving the Colony. Lieut. Col. Montague-Bates, D.S.O., also expressed regret at leaving Hongkong.

Other speeches were made by Mr. H. B. White and Mr. F. C. Goodman, the latter, on behalf of the Dock, saying that the old stagers who had shot that day were about to give up shooting and introduce younger blood to carry on the excellent work.

VALENTINO'S WILL.

\$100,000 AND TWO FILMS.

NOTHING FOR FIRST WIFE,

1s. 2d. FOR SECOND.

New York, September 9th.

The provisions of the will of Rudolph Valentino, the film actor, have been revealed to-day by his lawyer, Mr. W. I. Gilbert, of Los Angeles.

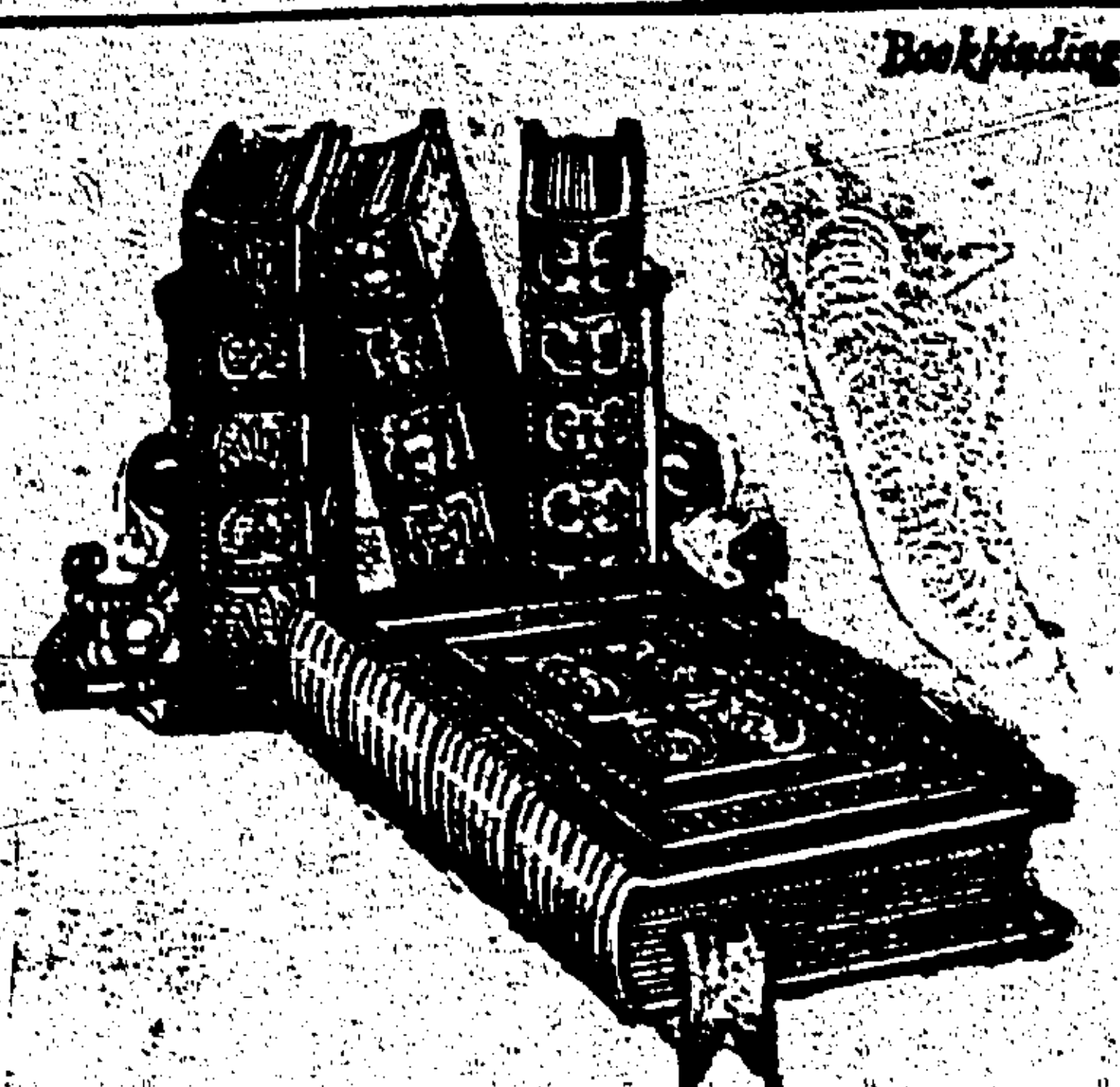
The estimated value of the estate is \$100,000. This is exclusive of Valentino's interest in "The Son of the Sheik" and "The Eagle," his last pictures, which are still being shown, and from which the lawyer expects a large sum for the estate.

In addition to insurance policies for \$10,000 the estate consists of his Hollywood home, the value of which is estimated at \$25,000, his collection of armour and antiques, valued at \$15,000, motor cars, horses, dogs, and his yacht.

The will does not mention Miss Jean Ackers, the film actress, Valentino's first wife. His second wife, Miss Winifred Hudnut, the stepdaughter of an American millionaire, is bequeathed one dollar (1s. 2d.). The second Mrs. Valentino is also known as Mlle. Natacha Rambova, a film art director.

The estate is divided equally between Signor Alberto Guglielmi (Valentino's brother), his sister Maria, and Mrs. Teresa Werner, the aunt of the second Mrs. Valentino, who remained his housekeeper after her niece left the actor to divorce him. Mrs. Werner is stated to have won his affection by her devotion.

The will was drawn up a year ago and replaced an earlier document leaving the whole estate to the second Mrs. Valentino. Mrs. Werner, it is understood, is in Nice with her sister and the second Mrs. Valentino.



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"SNOBBISH ENGLISH."

HOUSES OF HONGKONG AND SINGAPORE.

AN INTERESTING COMPARISON.

The following letter, under the heading of "Snobbish Singapore," appears in the *Straits Times*:

"It is a fact to be noted that in Hongkong European occupation of terrace houses has always been an accepted state of affairs. In Singapore until recently it has been regarded as not 'quite the thing.'—Extract from the *Straits Times*, September 25th, 1926.

Sir,—Thackeray once wrote that the English were a "nation of snobs," and the above extract requires no underlining to realise how utterly right he was. Scotch and Irish were not included by the great writer, for whatever else they may possess snobbishness plays no part in their lives; it is left entirely to the English to develop this trait to its highest pitch, as apparently has been done in Singapore. Do not think me prejudiced in favour towards either Scotch or Irish, as I happen to be English also. Who are these worthy snobs of Singapore, exclaiming even those whom Thackeray portrayed that have laid down the dictum that a terrace house is "not quite the thing"?

I certainly have no experience of terrace houses, never having dwelt in one either here or at home. I know people who do, and appear quite content, and should have imagined that what is good enough for the European in Hongkong is equally good enough for the European in Singapore. Apparently not, and this is just where the average Englishman slips up after a short residence in this city.

First of all he is content to "toddle" to the office in a ricksha; even if he lives near a tram line he seldom bestows his patronage on the Tramway Company, even though the cars are now more comfortable, cheap, and rapid than a ricksha. No, as one individual informed me when I asked him why, since he lived so close to an excellent service of trams, did he prefer the tedious not to any hazardous journey by ricksha, he replied that he could not travel in the same vehicle that his subordinate staff also used without a loss of dignity. Now this type of Englishman would doubtless bitterly resent being labelled "a snob," but under what other name could you classify him?

To return to our Singapore immigrant, after the ricksha and possibly motor-cycle period, has somewhat lost its savour, you then find him launched out in a car probably only a little less ornate and costly than his *Tuan Besar's*. This may have been obtained on the hire purchase system, for with surplus cash he will not be unduly fussy. He then tires of the eternal dreariness of boarding houses, for which no one can blame him, and clamours for a residence, but finding that as the empty houses are too palatial

(Continued on next column.)

FORD FACTORIES ADOPT FIVE-DAY WORK POLICY.

6 OFFICE HOURS DAILY WITHOUT OVERTIME.

Detroit, September 26th.

It was officially announced to-day that a five-day week will be the standard in the Ford industries henceforth. The day will continue to be eight hours without overtime. Wages will not be left on a six-day basis, except according to merit. The management states it hopes all workers will repay the day of leisure with an effort warranting their being granted this extra emolument.

The change will not go into effect in every branch of the Ford industries immediately, but it will be gradually introduced. Increased efficiency of machinery is one of the reasons given for shortening the number of days as six days work can now be done in five with the improved methods. The innovations entails no decrease in production.—*Associated Press Radio*.

betakes himself to a hotel or flat generally quite beyond his means, so that he is continually on the brink of bankruptcy until such time that he attains a really substantial increase in salary.

Now this is all wrong. Even terrace houses being occupied by Europeans will not solve it, as the rents of these will soon, and the Chinese small towkay is better able to pay the increase than the European in a subordinate post. The mistake that is being made, in my opinion, at the present time in Singapore is that the type of house (apart from shophouses and Government and Municipal quarters for their subordinates which, be it noted, are not for European occupation) being built is far too elaborate and, therefore, costly for the European in a small way to even dream of renting.

Both the Government and the Municipality are to blame for the too high standard of building required, especially the Municipality, if they desire to ease the housing problem in a genuine manner.

I have visited many tropical cities other than this, and in none, I venture to state, do you find such ambitious houses, frequently ugly and unsuitable for the tropics and costly to maintain, as are many of the compound houses now being erected in different parts of the municipal area. They are mostly planned to meet the needs of the European who has money to burn.

What is wanted, and wanted badly in the rural areas, is more of the type of good estate bungalow which is infinitely cooler, more picturesque, and less, far less, costly than some of those concrete barns at present being erected.

Against this, I believe that the Municipality considers this type of bungalow to be beneath the dignity of a city like Singapore, thereby again though perhaps unconsciously subscribing to the leading of this letter.—Yours etc.,

THE TRADE OUTLOOK.

FEELING OF OPTIMISM.

EVERYTHING IN READINESS FOR RETURN TO NORMAL BUSINESS.

The definite statement by Mr. Eugene Chen, published in the *Daily Press* yesterday, has created a feeling of optimism in business circles. During the past fortnight there has been doubt and speculation regarding the termination of the boycott but the general opinion now is that the Canton Government mean to make a sincere attempt to bring about a resumption of trade and that Mr. Eugene Chen would not have spoken in the way he did unless he was absolutely assured that he had the power to carry the new policy into effect.

As the matter is viewed by the British merchants, the Canton Government have, in effect, stated their reputation openly upon the issue and as they cannot see that there is any object to be gained by the Kuomintang in raising false hopes they are prepared to accept the Foreign Minister's declaration without question and to await expectantly for the "turning of the tide" on Monday next.

Steamers are ready and there will be no delay in resuming business when once it is apparent that business may be conducted under normal conditions.

M. Karakhan.

It is now reported that M. Karakhan is not visiting Canton for the time being. It was announced from Shanghai that he had started on his way South and in Canton it was stated that he was on board the *Sandviken*. This latter information appears to have been correct, but the *Sandviken* has gone to Vladivostok.

The American Minister.

The following letter addressed to the Acting Minister for Foreign Affairs by the American Consul has been issued by the Canton Information Bureau:

"My dear Mr. Chen,—In view of statements recently published in several newspapers alleging that the American Minister had made a speech or speeches while in Canton, it seems proper for me to inform you that Mr. MacMurray made no speeches of any sort on any subject while he was in Canton, nor did he authorize any public statement of any sort.—Very sincerely yours,

"DOUGLAS JENKINS."

CANTON ITEMS.

[FROM OUR CHINESE CORRESPONDENT.]

General Chiang Kai Shek, Commander-in-Chief of the Kuomintang Army, and Chairman of the Kuomintang, is now at Shek-kiao and will proceed to Tientsin to direct military operations. It is not believed in Canton that he will return from the field in order to preside over the full session of the Central Executive Committee, which will meet in extra session in Canton on October 10th.

The Kuomintang Army Headquarters in Canton has since October 1st been rushing troops to Shekling, Shekchi, and other important cities in the vicinity of Canton proper. A careful survey of the politico-military situation in these communities does not warrant the statement that the Kuomintang is at present in danger of being ousted by the "anti-Reds." The growing influence of the "anti-Reds" in Kwangtung, however, is requiring attention of the Kuomintang.

The Kuomintang is going to pay its army 80 per cent. of the regular wages, reserving the balance as "savings" to the credit of the officers and men concerned.

Kuomintang leaders have assured the men and pickets of the Canton Strike Committee that they will direct the Kuomintang Ministry of Finance to appropriate \$2,000,000 for the relief of the strikers.

The Kuomintang is asking all tax-payers who have not paid their 1927 rates in advance to do so immediately.

The Opium Monopoly Administration of the Kuomintang in Kwangtung and Kwangsi will now come under one chief, who will supervise the sale of this drug in the two provinces.

As previously reported, Dr. Lin Tze Fung, Director-General of the Kuomintang Department of Revenue, will be commissioned Special Collector of the Canton Port in charge of the collection of the surtaxes on Customs duties.

On October 5th the Kuomintang secret service in Canton arrested nine political suspects and also discovered at a place in Honam a quantity of bombs and daggers.

During the last few weeks the special committee of the Chamber of Commerce at Wuchow and other trade guilds there have taken in more than \$1,000,000 worth of twenty-cent pieces, spurious coins minted by previous administrations of militarists. The merchants have been willing to stand some losses in order that the bad money shall be withdrawn, and the Kuomintang militarists have agreed not to force the public to circulate low grade coins.

(Continued on next column.)

STANDARD RENT.

ASSESSOR'S AID SOUGHT.

CASE FURTHER ADJOURNED.

The case was continued at the Summary Court yesterday involving the position of a mortgagee who, in default of interest payment by the mortgagor, took over control of the premises in respect of which the mortgage was made only to find that rent in excess of standard rent had been paid to the mortgagor and that the tenants claimed to be entitled to refrain from paying further rent until the excess had been met.

Mak Tung Shi claimed \$1,000 (through her attorney, Ip Li Kong) from the National Optical Company, tenants of the premises in question, in respect of rent.

Mr. M. K. Lo was for plaintiffs and Mr. L. D. Turner for defendants.

Mr. Turner said that he had no further evidence to call as to what the rent was on the occasion of the first letting of the domestic tenements as a separate letting after December 31st, 1920. At the last hearing His Honour had forced him (Mr. Turner) into an adjournment by holding that under section 2 of the Rents Ordinance, 1922, sub-section (2), this clause was not the proper one for him to use to satisfy his Honour as to what the standard rent of these premises was.

A MISUNDERSTANDING.

This holding, said Mr. Turner, was contrary to a previous judgment which His Honour himself had given.

His Honour replied that he had read this judgment again and was prepared to admit that his interpretation at the last hearing had been at fault. The misunderstanding arose out of his taking the words "actually let" as meaning "occupied." His views were still in accordance with the previous judgment.

Mr. Turner quoted referred to powers conferred in the event of the domestic tenement not being let at the time but having been let at some previous date and held that the assessor's certificate which he had put in previously was some evidence that the tenement in question had been let on some previous date. It was some evidence of the standard rent and as it was all that the court had to go on he (Mr. Turner) claimed that it was sufficient.

His Honour indicated that he was not in agreement and Mr. Turner asked for an order for the production by the assessor of relevant documents, a series of books containing returns for each year.

"Undesirable Precedent."

His Honour was about to make the order when Mr. Lo said that he would like to be heard on the point. In a case of this kind one had to bear in mind that the principle of the Ordinance was to keep the roof over the head of the tenant. On the day of the mortgage, the mortgagee, before advancing the money, went to the tenants to find out what they were paying in rent. It was on the strength of this total that he had made the advance to the mortgagor.

There was no question here of keeping a roof over the head of the tenant, said Mr. Lo. Mr. Turner had already had four or five days to procure evidence as to standard rent. Mr. Lo submitted that his Honour would be creating an undesirable precedent in making an order such as that asked for. The proper terms of the application should have been for an adjournment in order that Mr. Turner might produce this further evidence.

His Honour agreed and granted an adjournment on the question of standard rent.

There was further argument as to whether the tenant was entitled to deduct the amount of excess paid in the past over standard rent from the rent payable to the mortgagee in possession.

The case was adjourned.

Strikers Dissatisfied.

Strikers in Canton have been holding group meetings during the last few days, secretly deciding to oppose the restoration of the Canton-Hongkong traffic and to continue the anti-British boycott. The reason for this change of attitude—for at one time it was thought that they would follow the Kuomintang change of policy—is attributed to the failure of the Kuomintang to do something for the immediate relief of the strikers and pickets.

Mr. Eugene Chen and other leaders, however, are determined to enforce their new policy, and a clash between the Kuomintang leaders and some Labour Union agitators may be expected, according to Chinese opinion.

Kuomintang Leaders Anxious.

General Tan Yan Kai, Mr. Chang Ching Kiang, and other Kuomintang leaders are very anxious regarding the development and have wired to General Chiang for instructions. They even suggest that he should return to Canton in connection with the question of terminating the boycott, as it was at General Chiang's expressed wish at the beginning that the Kuomintang leaders took up the initiative of ending the picket nuisance.

An effort is being made to calm the dissatisfied agitators, and the merchant class in Canton is also working to assure the strikers that everything will be done for their benefit after the difficulty is over.

THE PIRACY OF THE CUSTOMS LAUNCH.

MISS SCARLETT'S ORDEAL.

MR. POULTER BELIEVED TO HAVE BEEN SHOT.

A detailed report of the piracy of the Customs launch, *Kongmoon Chai*, was received in the Colony yesterday. Miss Leonore Scarlett, the Canadian lady missionary, was for six days imprisoned in the engine room. It is now feared that Mr. Poulter, the European Customs Officer, and the three members of the crew were shot when the pirates captured the launch. The engineer and the fireman of the launch escaped, and the information received is their story.

Three members of the crew were investigators of the well-planned attack, and before leaving *Kongmoon* they had smuggled two members of the gang on board.

Surprise Attack.

Soon after leaving *Kongmoon* shots on deck were heard, and it is feared that Mr. Poulter and the three loyal seamen were murdered out of hand in order that possession of the launch could be secured.

Miss Scarlett was taken from her cabin and placed in the engine-room with the engineer and fireman. Miss Scarlett was not badly treated, being provided with proper meals, but naturally her health has suffered from the anxious period whilst she was more or less imprisoned.

The launch was afterwards steered towards shore where the remainder of the pirate gang were picked up.

In an effort to disguise the vessel, it was painted black from stem to stern, and two or three days afterwards a large trading junk was pirated.

Driven Ashore by Typhoon.

The vessel was caught by the typhoon on September 27th and driven ashore at Kwang Mi. The real intentions of the gang, therefore, can never be known.

The pirates were then attacked by the "Militia" of a village just outside Kwang Mi, and after a brief fight were driven off. Miss Scarlett was taken by the villagers to the home of some Christian Chinese, where she was made comfortable until the arrival of H.M.S. *Robin*.

Launch Damaged.

Before evacuating the launch, the pirate gang stripped her of everything of value, and when she was towed off by the *Robin*, she was badly damaged. She is expected to reach Hongkong to-day.

Miss Scarlett is still at *Kongmoon*, recovering from the effects of her terrible experience. She has spent many years in China. Before the war she was engaged in missionary work at Wuchow. Miss Scarlett is able to speak the Chinese language fluently.

It will be recalled that a previous report stated that Mr. Poulter and six members of the crew were taken away by the pirates when the launch was abandoned. Nothing, however, has been heard of him since, and owing to the length of the time which has elapsed, and in consideration of the present information, it is now feared that the worst has happened.

THE "HSINFUNG" PIRACY.

CARGO HAUL OF OVER \$45,000.

EUROPEAN PASSENGER'S STORY.

It was ascertained yesterday that the *Bias Bay* pirates' cargo haul on the China Merchants' vessel, *Hsinfung*, was valued at over \$45,000. The value of the property stolen from the passengers can only be approximately estimated. It is said to be about \$30,000.

The European passenger on board was Mr. W. H. Kimberley, a Chinese Maritime Customs Officer, who was on transfer from Shanghai to Lungkow, near Chefoo.

Mr. Kimberley stated that he was not harshly treated by the pirates when they knew he was a passenger. At first they thought he was a ship's official, owing to his uniform. He was kept in his cabin, with an armed guard posted outside the door for the whole of the time the pirates were on board.

Before going on the ship he had only just come out of hospital, and his nerves were all broken up. He added that although there was no loss of life, the pirates were very stern and rough. They cruelly intimidated the Chinese passengers, many of whom were almost continuously screaming, making sleep impossible. The pirates actually poured kerosene over some and threatened to set them on fire unless they disclosed the whereabouts of their valuables. They also threatened with knives.

The *Hsinfung* left for the North at noon yesterday.

PERJURY CHARGE.

CASE AFTER FIVE YEARS.

Having sworn before a commissioner of oaths as long ago as December 17th, 1921, a Chinese named Chan Chung Ming of Messrs. Hoo Cheong Wo (shipchangers), was charged with perjury at the Magistrate's yesterday, and a remand was ordered.

Defendant is alleged to have told the Colonial Treasurer that certain property was left by Chan Sik To but omitted to mention a share of \$10,000 in the Yik Cheong firm.

Mr. W. B. Hind is for the defence and Det. Sub-Inspector C. P. Fallon for the prosecution. Bail was fixed at \$2,500.

CIGARETTES FOR PRISONER.

CHINESE WOMAN'S PLAN TO CHEER HUSBAND.

CASE FAILS.

A case for which no provision is made in the local Ordinances, was brought before Mr. J. H. B. Nihill, at the Kowloon Magistrate's yesterday, when a Chinese woman was charged with attempting to smuggle to her husband, who was detained in the cells of the Shamshui Police Station, cigarettes, matches and a letter.

It was stated by Sub-Inspector McWalter that the defendant asked permission to take to her husband, who was detained by the police on a charge of theft, some cakes. Before granting the woman permission, her parcel was examined and the cigarettes, matches and letter were found concealed inside the cakes.

His Worship pointed out that the section read:—"Did attempt to introduce into a properly constituted prison." The Shamshui cells, his Worship ruled, did not come within the meaning of that Ordinance.

The woman was discharged with a caution.

TRAFFIC MISHAPS.

SEVERAL CHINESE INJURED.

The following traffic accidents, which had occurred on the previous day, were contained in police reports yesterday.

A tram car travelling in an easterly direction knocked down a Chinese, who received injuries to his face, hands, and legs. He was taken to the Government Civil Hospital.

Another Chinese was slightly injured when he was knocked down by tram car No. 27 near the Western Market. He refused to go to hospital.

A Chinese motor driver has reported that while he was driving his motor car No. 3441 along the Praya East, near the Fire Station, a public ricksha driver ran into the road from underneath a verandah and was knocked down. He was picked up unconscious and taken to the Government Civil Hospital.

As a motor lorry was being driven along Canton Road, Kowloon, a small boy walked across the road and was knocked down. He received injuries to his head and was treated at the Kwong Wah Hospital, but it was not necessary to detain him.

YESTERDAY'S ARRIVALS.

PASSENGERS ON "PRESIDENT JACKSON."

TRAVELLERS LEAVING TO-DAY.

The Admiral Oriental liner s.s. *President Jackson* arrived in port yesterday morning from Manila. The liner will leave Hongkong to-day at 5 p.m. for Seattle via ports.

Among the passengers arriving by the vessel was Colonel Carmi A. Thompson, special investigator for the President of the United States, who arrived in Manila on July 9th last for the purpose of making a general survey of the economic conditions of the Philippines.

Mrs. Thompson, Miss Grace Jones, the investigator's private secretary, Mr. James L. E. Jappe, his executive secretary, and Mr. Russell B. Porter, correspondent of the *New York Times*.

Col. Thompson and his party leave Hongkong to-day by the *President Jackson* for Shanghai, where they will remain for a few days, and, if conditions are favourable, they will visit Peking. From Shanghai they will proceed to Yokohama, and after a brief stay there, they will proceed to the United States by the s.s. *President Jefferson*.

Among other passengers on the liner is Miss Louise B. Wood, daughter of Governor-General Leonard Wood, of the Philippines, on her way home to the States.

Mr. R. M. Johnson, of the United States Shipping Board is also a passenger to Yokohama.

Among the passengers embarking from Hongkong by the *President Jackson*, and leaving by her this afternoon are the following:

Mr. and Mrs. Z. G. Schwartz, for Seattle. Mr. Schwartz is manager for Marshall Field & Company.

Mr. and Mrs. R. S. Rogers for Seattle. Mr. Rogers is the Manila manager of Liggett and Myers Tobacco Co.

Mr. J. W. Hutch, general agent in the Orient for the Great Northern Railroad, who is going to Shanghai.

Mr. Graham Kearney, manager for Anderson, Myer & Co., Hongkong, going to Seattle on holiday.

Mr. J. V. Crowe, the Far Eastern Agent for the Henry Ford Motor Co., going to Shanghai.

SHIPPING BOARD CHANGES.

MR VICTOR SMITH ARRIVES FROM MANILA.

There are to be changes in the management in the Orient of the United States Shipping Board.

Mr. Victor Smith who is the Assistant Director of the Shipping Board in the Orient arrived yesterday morning on the *President Jackson* from Manila, where Mr. Smith had his headquarters.

Mr. R. M. Johnson, who is the local representative of the Shipping Board will be relieved by Mr. Smith until Mr. A. F. Henry arrives from America to assume the duties of Mr. Johnson.

Mr. Johnson will leave for Yokohama where he will have his headquarters as the district engineer of the Shipping Board.

ADVANCED DISPLAY

AT

POWELL'S

OF

READY TO WEAR CLOTHING

FOR

YOUTHS AND BOYS

WELL OUT AND FINISHED

SUITS IN TWEEDS FOR

SCHOOL WEAR.

COATS AND SHORTS

IN

GREY FLANNEL

FOR THE HARD AND ROUGH

WEAR OF THE PLAYING GROUND.

NOW ON

GREAT REDUCTION SALE.

THE WING ON Co., Ltd.

TEL. 198.

BRITISH.

COLLARD & COLLARD PIANOS.

BRITISH MADE THROUGHOUT

New Tropical Models Arrived.

SOLE AGENTS:

THE ANDERSON MUSIC CO., LTD.

ST. GEORGE'S BUILDING, ICE HOUSE ST.

TEL. C. 1322.

ASK FOR MO SHEUNG CIGARETTES.

They have rapidly come into favour with discriminating smokers owing to their delightful flavour and aroma.

Only well-matured Virginia tobacco used. On sale at all tobacconists.

NANYANG BROS. TOBACCO CO.



NEW ADVERTISEMENTS.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 11th INSTANT.

Dated 6th October, 1926. [4038]

MISS AILEEN WOODS.

MISS AILEEN WOODS is due in the colony on OCTOBER 15th and will resume her position in the latest SOCIETY BALL-ROOM DANCING, including the FRENCH TANGO (Now Undoubtedly a Universal Dance) and the FOX-TROT-CHARLESTON.

The CORRECT and MODIFIED Form of these Dances will be a FEATURE of MISS WOODS' Instruction.

PRIVATE LESSONS DAILY

AT HER STUDIO,
3, BELCONFIELD AVENUE,
Tel. C. 3123.

HONG KONG REALTY AND TRUST COMPANY, LIMITED.

[INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONG KONG.]

NOTICE IS HEREBY GIVEN that the THIRD ORDINARY YEARLY MEETING OF SHAREHOLDERS OF HONG KONG REALTY AND TRUST COMPANY, LIMITED, will be held at the Registered Office of the Company, Exchange Building (2nd Floor), Des Vaux Road Central, Hong Kong, on SATURDAY, the 6th DAY OF NOVEMBER, 1926, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended on the 30th JUNE, 1926, confirming the appointment of Directors, and re-selecting Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED FROM MONDAY, the 1st DAY OF NOVEMBER, 1926, until SATURDAY, the 6th DAY OF NOVEMBER, 1926, both days inclusive.

By Order of the Board,
C. F. V. HIBBERD,
Acting Secretary.

Hong Kong, 7th October, 1926. [4040]

OLD CLIFTONIAN SOCIETY.

IT has been suggested that the SOUTH CHINA BRANCH of the Society be RE-ESTABLISHED in HONGKONG.

For Further Particulars will Old Cliftonians Resident in Hongkong and South China kindly Apply to—

F. A. PERRY,
15-19, Connaught Road,
Hongkong.

REMOVAL NOTICE.

AT THE SIGN OF THE LANTERN

WE have now MOVED into our New Premises—

YORK BUILDING,
GRANVILLE ROAD,
CHATER ROAD.

(NEXT DOOR TO KELLY & WALSH).

Where You Will Find a Collection of CHINESE BLACKWOOD, CARPETS, PORCELAIN, EMBROIDERIES, BEADS, PEKING GLASS, LAQUER, OR SEIGONS, LAMP SHADES and CHINOISERIE of All Kinds at Fixed and Reasonable Prices.

Also a New Consignment of SMART BROOKS and HATS from London and Paris.

[4012]

HONG KONG TELEPHONE CO., LIMITED.

NOTICE OF INTERIM DIVIDEND.

NOTICE IS HEREBY GIVEN that AN INTERIM DIVIDEND of Three Per Cent. (3%) on the Nominal Amount Per Share Paid Up (i.e., Thirty Cents Per Share on the Shares of the Company \$10 Fully Paid Up and Seven-and-a-half Cents Per Share on the Shares \$2.50 Paid Up), will be Paid on MONDAY, the 15th DAY OF OCTOBER, 1926, in respect of the Financial Year to the 31st DECEMBER, 1926, to the Members of the Company who are on the Register on the 16th OCTOBER, 1926.

The TRANSFER BOOKS will be CLOSED FROM MONDAY, the 11th OCTOBER, 1926, to SATURDAY, the 16th OCTOBER, 1926, both days inclusive.

By Order of the Board,
G. GUY WILKESON,
Secretary.

Hongkong, 4th October, 1926. [4037]

NAVY LEAGUE.

NELSON DAY CELEBRATION.

A GRAND CONCERT

WILL BE HELD ON

THURSDAY,

21st OCTOBER, AT 8.30 P.M.

AT

QUEEN'S THEATRE

WHERE THE FAMOUS

ZEBRUGGE FILM

WILL BE SHOWN.

BOOK YOUR SEATS NOW,

AT QUEEN'S THEATRE.

PRICES: \$3.00 PER SEAT.

[4027]

INTIMATIONS.

FANLING HUNT RACES.

SATURDAY, OCTOBER 30th, 1926.

ENTRIES for The STEEPLECHASE RACE COURSE, FANLING, CLOSE ON SATURDAY, OCTOBER 16th to Mr. A. H. POTTS, c/o BENJAMIN & POTTS, from whom Entry Forms may be obtained. [4035]

PUBLIC AUCTION.

THE Undersigned have received Instructions to Sell by

PUBLIC AUCTION

ON

TUESDAY, WEDNESDAY AND THURSDAY

THE 19th, 20th AND 21st OCTOBER, 1926, COMMENCING EACH DAY AT 9.30 A.M. WITH AN INTERVAL FROM 12 NOON TO 1.30 P.M.

H.M. NAVAL YARD, HONGKONG, AND AT

KOWLOON NAVAL DEPOT.

OLD AND SURPLUS NAVAL STORES, Etc.,

Comprising—

Money Chests, Binooculars, Metal Branch Pipes, Life Boat, Whaler Gigs, Old Lead Battery Plates, Roata Sails, Electrical and Wireless Telegraphy Fittings, Glycine, Electric Cable, Cooking Stoves, Ship's Fittings and Firearm, Gear, Iron Mattresses, Water Closets and Pans, Life Bait, Carpets, Buge-Mats, Table Covers, Old Steel Files, Blankets, Fold-up Lavatories, Curtains, Overcoats, Glazed and Unglazed Tiles, Leather and Metallic Hoses, Canvas Tubing, Old Cordage, Canvas Bags, Old India Rubber Old Leather, Old Wool-n and Linen Bags, Metal Propellers, Old Paint Drums, Old Cork, New Canvas Cuttings, Old Iron and Steel, Old Brass, Copper, Lead and Zinc, Copper and Brass Tubes, Coal Sacks, Brown Jars, Wood and Iron Blocks, Lamps, Lanterns and Gear, Gauges, Old Steel Tubes, Old Metal Wire Rope, Dirty Mineral Oil, Olive Oil and Oil Fuel, Chain Cable and Gear Drilling, Screwing and Grinding Machines, Lathes, Steam Engines, Chairs, Compasses, Binnacles, Logs, Clocks, Iron Drums and Tanks, Old Hunting, Fire Engine Boats' Engines and Boilers, Rigging Chains, Wire and Fibre Brushes, Glass Tubes, Table Fans, Bells, Axes, Forks, Vices, Miscellaneous Tools, Ironmongery Protective Mattresses, Filters, Mast, Seine Nets, Captain Engines and Gear, Charging Pipes, Hull Engines and Boilers of Steam Cutter, Asbestos Packing Associated Engine, Engine Room Telegraphs, Circular and Band Saws, Gymnastic Gear, etc., etc.

Lots May be Inspected on MONDAY, the 19th OCTOBER, 1926.

Terms of Sale—As detailed in Catalogue.

LAMBERT BROTHERS,
By Appointment,
c/o Auctioneers to the Admiralty,
Hongkong, 4th October, 1926. [4023]

BY ORDER OF THE FIRST

MORTGAGEES.

PUBLIC AUCTION

OF

FOUR LOTS OF

VALUABLE LEASEHOLD

PROPERTIES

NAMES:—

LOT No. 1

ALL THAT Piece or Parcel of Ground situate at YAU MATI in the Dependency of Kowloon and Colony of Hongkong and registered at the Land Office as SECTION C OF KOWLOON INLAND LOT No. 629 Together with Three Buildings thereon in course of construction at NATHAN ROAD.

LOT No. 2
ALL THAT Piece or Parcel of Ground situate at TAI KOK TSUI in the Dependency of Kowloon and Colony of Hongkong and registered at the Land Office as KOWLOON INLAND LOT No. 1644 Together with One Building thereon.

LOT No. 3
ALL THAT Piece or Parcel of Ground situate at SHAMSHUIPO in the Dependency of Kowloon and Colony of Hongkong and registered at the Land Office as THE REMAINING PORTION OF NEW KOWLOON INLAND LOT No. 53 Together with Four Buildings thereon now known as Nos. 61, 63, 65 and 67, YU CHAU STREET.

LOT No. 4
ALL THAT Piece or Parcel of Ground situate at SHAMSHUIPO aforesaid and registered at Land Office as NEW KOWLOON INLAND LOT No. 410. Together with One Building thereon now known as No. 125, TAI NAN STREET.

IN FOUR LOTS

BY
MR. E. V. M. R. DE SOUSA, AUCTIONEER,
AT THE
CHINA AUCTION ROOMS,
No. 4, DUNDRELL STREET, HONGKONG.

ON
WEDNESDAY,
THE 30th DAY OF OCTOBER, 1926,
AT 3 O'CLOCK, P.M.

For further Particulars and Conditions of Sale apply to—

Messrs. GEO. K. HALL BRUTTON & Co.,
Mortgagees' Solicitors,
St. George's Building, Chater Road.

OR TO—
MR. E. V. M. R. DE SOUSA,
Auctioneer,
No. 4, DUNDRELL STREET.

Dated the 6th day of October, 1926. [4024]

INTIMATIONS.

HONGKONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 9th OCTOBER, 1926, commencing at 3.15 P.M. The First Race will be Run at 3.45 P.M.

The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform—Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINDSEY & DAVIS at \$5 each up to FRIDAY, 8th OCTOBER, 1926.

The Charge for Admission for Ladies to the Members' Enclosure will be \$1. Each Member can obtain, upon application to the SECRETARY, Badges for the Admission of 2 Ladies Free of Charge. [3899]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the PAVILION on FRIDAY, the 15th OCTOBER, 1926, at 5.30 P.M. AND

NOTICE IS HEREBY GIVEN that on FRIDAY, the 15th DAY OF OCTOBER, 1926, immediately after the holding of the GENERAL MEETING, A DRAWING FOR THE REDEMPTION OF ONE HUNDRED (100) DEBENTURES will be held.

The Numbers of the Debentures Drawn will be published in the Hongkong Government Gazette, and the local Newspapers, and Holders of Drawn Debentures may, upon giving Notice to the Treasurers within the 6 Months Notice to which they are entitled, apply on the 31st OCTOBER, 1926, to the TREASURERS, Messrs. FRANK SMITH, SMITH & FLEMING, for Payment of the Principal and Interest to the 31st OCTOBER, 1926.

By Order of the Committee,
J. D. HUMPHREYS,
Hon. Secretary.

GRAND HOTEL DES WAGONS-LITS, LIMITED.

[INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONG KONG.]

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ANNUAL GENERAL MEETING OF SHAREHOLDERS OF THE GRAND HOTEL DES WAGONS-LITS, LIMITED, will be held at the then Registered Office of the Company, Exchange Building (2nd floor), Des Vaux Road Central, Hong Kong, on SATURDAY, the 6th NOVEMBER, 1926, at 12 O'CLOCK NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended on the 30th JUNE, 1926, confirming the appointment of a Director, and re-selecting a Director and the Auditors.

By Order of the Board,
F. C. BARRY,
Acting Secretary.

Hongkong, 4th October, 1926. [4028]

IN THE SUPREME COURT OF HONGKONG.

IN THE GOODS OF SIR CATCHICK PAUL CHATER, KNIGHT, C.M.G., DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 52 of the Probate Ordinance, 1917 (No. 2 of 1917), made An Order limiting the Time for Submitting Claims to or Against the above Estate to the 25th DAY OF OCTOBER, 1926. Creditors and Claimants are hereby Required to Send their Claims to the Undersigned by the above Date.

Dated this 1st day of October, 1926.

DEACONS,
Solicitors for the Executor,
1, Des Vaux Road Central,
Hongkong.

4001]

TO LET.

A EUROPEAN SHOP in NATHAN ROAD, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.

4015]

TO LET—NEAR MAY ROAD STATION TWO

FLATS in the NEW BUILDINGS with all Modern Conveniences—Apply to APCAR & Co., Ltd., 1, Des Vaux Road Central. [4029]

TO LET.

TOP FLAT in No. 15 and GROUND FLOOR in No. 7, FRAT BUILDINGS, Kowloon.

Apply to—
SPANISH DOMINICAN PROCUROTOR,
Hongkong. [3994]

TO LET.

GROUND FLOOR OFFICES near Kowloon Ferry.

Apply to—
Box No. 3813,
c/o Hongkong Daily Press.

[3813]

OFFICE TO LET

IN ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.

[3845]

PREPAID "WANTED" ADVERTISEMENTS.

TO LET—FIRST CLASS EUROPEAN RESIDENCE, 3, McDONNELL ROAD, 2 Stories, with Garage, Phone, Light, Gas, etc. Moderate Rental—Apply Box No. 206, c/o Hongkong Daily Press. [206]

FOR SALE—HERRING HALL MARVIN SAFE, 4 ft. x 2 ft. x 2 ft. in Very Good Condition and Fitted with Combination Lock—P.O. Box 608. [207]

INTIMATIONS.

Fine PORTS

	DUTY PAID Per Case.	Per Bot.
Invalid	\$38.00	\$3.25
Douro	40.00	3.40
Old Tawny	44.00	3.75
Estrella	46.00	3.90
Very Old Tawny	58.00	4.00
Oldest & Finest	61.00	5.20

Fine SHERRIES

	DUTY PAID Per Case.	Per Bot.
Light Dry	\$35.00	\$3.00
Solera	37.00	3.10
Very Pale Dry ...	38.00	3.25
Pale Dry Nutty ...	40.00	3.40
Fine Old Brown ...	44.00	3.75

Grown, Bottled and Shipped by

Geo. E. SANDEMAN SONS & Co., Ltd.

Xeres de la Frontera and Oporto.

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

[50]

Hongkong Office: 14, Chater Road.
London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 7th, 1926.

THE CARRIAGE OF GOODS BY SEA.

We learn from information which we have received from London that a strong hope is expressed in the City that the forthcoming Imperial Conference will provide a further opportunity to demonstrate the need for uniformity within the Empire of the conditions governing the carriage of goods by sea. The subject has been under consideration by the London Chamber of Commerce with the result that the Government are being urged to include it in the agenda for the Conference. It will be recalled that the Carriage of Goods by Sea Act, which was passed by Parliament in 1924, was the outcome of exhaustive discussions between shipowners, merchants, bankers and underwriters. The Act defines the relative obligations of shipowners and merchants under Bills of Lading and incorporates Rules which were first discussed internationally at The Hague in 1921, and subsequently in Brussels in 1922 and 1923. It is important to note that, up to the present, the provisions of the Act have worked smoothly as between shipowners and merchants.

Concurrently with the passing of the Act of 1924, and subsequently, pressure was brought to bear by such bodies as the London Chamber of Commerce, the British Federation of Traders' Associations, and the Federation of Chambers of Commerce of the British Empire to bring about uniformity throughout the Empire, and also to avoid the confusion which arises from differences in legal liability affecting not only the carrier of the goods, but the shipper, the financier and the insurer. As recently as April this year the British Federation of

Traders' Associations, of which Sir STAFFORD DUNSTON is President, sent a Memorial to the Colonial Secretary signed by leading shipowners, importers and exporters, bankers, underwriters and others, asking that the Dominions and Colonies, where they had not done so, should be invited to pass legislation similar to that adopted by the Imperial Parliament. Uniformity within the Empire, it was stated, would strengthen the hands of the Government in making representations to Foreign Powers.

To those primarily interested it must be satisfactory to note that this continued pressure of shipping and mercantile opinion has been rewarded to some extent already. The Commonwealth of Australia and the Government of India have adopted measures almost identical with the British Act. New Zealand, although it legislated on the question of Bills of Lading as recently as 1922, recognises the desirability of uniformity, and the Government have stated that further consideration will be given to the question. The Canadian Government have consulted the principal bodies in the Dominion as to the advisability of adopting legislation similar to the British Act and are considering the matter in the light of the views obtained. The Government of the Union of South Africa have a draft Bill under consideration. The Irish Free State and Newfoundland have, however, made no move in the matter, so far as can be ascertained.

Such is the position in respect of the Dominions. As regards the Colonies and Protectorates we may state that Barbados, the Leeward Islands, the Gold Coast, Nigeria, Gibraltar, Zanzibar and Bermuda have passed legislation similar to that of Britain, and Seychelles, Sierra Leone and the Malay States have promised to do so. Much, however, still remains to be accomplished, and the Imperial Conference could give further impetus to a movement which is designed to ensure substantial benefits to inter-Imperial trade.

STOP PRESS.

LATEST CANTON REPORT.

THE RIGHT SPIRIT.

[FROM OUR CHINESE CORRESPONDENT.]

The girls of the Telephone Exchange in Canton have decided, by a majority vote, to keep their hair, while not intending to criticize their fellow-workers who have seen fit to bob theirs.

The date of the next meeting of the Legislative Council, which was fixed for Thursday, October 14th, has now been changed to Friday, October 15th, at 2.30 p.m.

A report was made to the Water Police yesterday by Mrs. Carvalho, of No. 4, Kimberley Villas, Kowloon, that a stone lawn roller, valued about \$12, was stolen on Tuesday.

Sir H. H. J. Gompertz, Chief Justice, F.M.S., and formerly Puisne Judge at Hongkong, is expected to arrive in Kuala Lumpur to-day. He returned from Home on the s.s. *Manitua*.

Mrs. Hayley-Morris, who figured in the Pippingford Park case, in which her husband and herself were sentenced to terms of imprisonment, was released on September 4th from Holloway Gaol.

The forthcoming wedding is announced of Mr. Frank Stewart Gamley, civil engineer, residing at Humphrey's Buildings, Kowloon, to Miss Elizabeth Margaret Grey Hall, of Selkirk, Scotland.

After a quarrel with her husband, a Chinese woman, aged 28, took an overdose of opium, and was admitted to the Government Civil Hospital suffering from poisoning. Her condition is not regarded as serious.

Dr. Wu Chi Lin, formerly Chinese Minister to Peru, arrived in the Colony by the s.s. *Empress of Asia* on Tuesday. Dr. Wu has lately been practicing in North China and has come to Repulse Bay for a short holiday.

The Hongkong Office of the Russo-Asiatic Bank informs us that they are in no way indebted to Mrs. Stavinski and that no funds were paid in for the account of that lady or any other member of her company immediately prior to the announcement that the Bank had suspended payment as stated.

The third ordinary yearly meeting of shareholders of the Hongkong Realty and Trust Company, Ltd., will be held at the registered office of the Company, Exchange Building (2nd floor) Des Vaux Road, Central, on Saturday, November 6th, at 11.30 a.m.

It has been suggested that the South China Branch of the Old Cliftonian Society be re-established in Hongkong. For further particulars "Old Cliftonians," resident in Hongkong and South China, are asked to apply to Mr. F. A. Perry, 15-19 Connaught Road, Central.

In the heading to our account of the Biao Bay piracy yesterday it was stated that a China Navigation Company steamer had been ransacked. This was obviously an error as in the body of the report the s.s. *Hsinfung* was described correctly as a China Merchants Steam Navigation Co.'s steamer.

Mr. Dick Norton and his Globe-Trotters are still attracting large audiences to the Star Theatre. Miss Peggy James was, however, unable to appear on Tuesday night as she was laid up with fever. Mrs. Norton, (Miss Lolla Forbes) is due to arrive from New Zealand to-day and will appear both at to-night's entertainment and that of Saturday.

Friends of Mr. E. L. Matteson, late general agent of the Dollar Line in Hongkong, will regret to hear that his 16 months' old daughter, died after a brief illness, from bronchial pneumonia in San Francisco on September 8th. Mr. Matteson and family left here on leave in April last and the bereavement occurred while on a visit to Mr. Matteson's mother, Dr. Susie Frasier. The funeral took place on September 9th.

Before Mr. J. H. B. Nichill, at the Kowloon Magistracy yesterday afternoon, a Chinese was fined \$500 for being in possession of four false opium labels. Evidence tendered by Revenue Officer O'Neill, who prosecuted, and others, showed that when No. 55, Woosung Street, Yaumati, was raided the labels were found in defendant's pocket. Defendant was represented by Mr. W. B. Hind, who, while admitting possession of the labels, claimed they were not intended to be used for an illegal purpose.

Friends of Mr. Ralph A. Cooper, Manager of N. Lazarus, Opticians, will be interested to know that his mother-in-law, Mrs. A. T. Smith, was the leading speaker at the Liberal meeting at Portage-la-Prairie, Manitoba, on September 4th. The meeting was in support of Mr. Ewan McPherson, Liberal candidate who defeated the Hon. Arthur Meighen, former Premier of Canada. Mrs. Smith dealt with the Crown Nest Pass freight rates agreement very fully. Mrs. Smith is an experienced public speaker having been President of the Canadian Presbyterian Women's Society for some time. She is well acquainted with the political issues of the day and with the leading Canadian members of Parliament. Both Mr. and Mrs. Cooper have been active workers for the Liberal party in Canada for many years.

HON. MR. A. G. M. FLETCHER.

HOME LEAVE ON MEDICAL ADVICE.

The *Times of Ceylon* of September 22nd states that the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E., the Colonial Secretary, was to proceed to England on medical advice. He was to have left Colombo on September 20th, and is expected to return in January.

POLICE INSPECTORS.

PETITION TO H.E. THE GOVERNOR AT SINGAPORE.

A largely attended meeting of the European Inspectors of the S.S. Police was held on Sunday of last week in Singapore, when various grievances were discussed, and it was decided to petition H.E. the Governor on various matters.

The main topic under discussion, and one which occupied a considerable amount of time, was the condition of the living quarters provided in Singapore.

The present uniform which has long been objected to by the Inspectors was also discussed and it was decided that a request should be made for this to be altered on the lines of that issued in the F.M.S., with certain modifications.

It was also decided to ask for superior accommodation on steamers when proceeding to and from leave. At present, 2nd Class B berths are provided on the P. & O. steamers and it was decided to ask for 2nd Class A berths.

ANTI-BRITISH PROPAGANDA AT HANKOW.

BRITISH GUNBOATS LEAVE FOR CHUNGKING.

An official message from Hankow, dated October 5th, states: The local situation is practically unchanged.

A big anti-British meeting took place at Hankow to-day (Tuesday) in connection with the Wanhsien incident. The procession announced officially their determination to enter British Concessions, but they were prevented doing so by Chinese troops and British marines. Much anti-British literature is being disseminated. All is now quiet.

Kiukiang reports that Southern troops have reached Tsienyang 40 miles from Kiukiang on the Nanchang railway and that Sun is sending troops to that front from Hwangchow, where he has made an armistice with Tang Sheng Chi.

There is a rumour of Nanchang having fallen but it is not confirmed.

H.M.S. *Mantis* and *Kiawo* left Wanhsien to-day for Chungking where it is reported that efforts are being made to intimidate the remaining British employees.

STILL FIRING ON FOREIGN STEAMERS.

SOUTHERNERS' FRESH DRIVE TOWARDS NANCHANG.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, October 6th.

A telegram from Hankow, dated October 5th, states:

It is reported that the Southerners have commenced a fresh and more powerful drive to Nanchang, under the personal direction of General Chiang Kai Shek.

Despite assurances to the contrary, steamers are again being subjected to rifle fire, this time in the vicinity of Hwangchow.

Two Japanese steamers arrived yesterday and Messrs. Butterfield & Swire's *Shengking* to-day, badly riddled, though, fortunately, there were no casualties.

SIR ALAN COBHAM.

COBHAM'S MECHANICS ALSO HONOURED.

WELL-MERITED AWARDS.

[THROUGH REUTER'S AGENCY.]

LONDON, October 6th.

Capt. Alan Cobham has been awarded a Knighthood of the British Empire Order. Sir Alan Cobham's companions, Sergeant Ward and Mr. Capel, have been awarded the Air Force Medal and the Membership of the British Empire Order, respectively.

[BRITISH WIRELESS SERVICE.]

Luncheon By The Air.

The knighthood for Capt. Alan Cobham, the famous airman, and the distinctions for his companions, were announced by Sir Samuel Hoare, Air Minister, to-day at a luncheon in Cobham's honour, given by the Air Council. Sir Alan Cobham was greeted with tremendous applause.

Numerous speakers expressed their admiration for his achievements and the Air Minister said it has brought appreciably nearer the day when London would be within a fortnight of every Capital in the Empire. He said there was no technical reason why that should not be achieved.

Sir Alan Cobham is only 31 years old, but he has already flown 300,000 miles. Among his exploits in recent years are, the 15,000 miles flight through Europe, Northern Africa, Egypt and Palestine in 1923. He made a 17,000 miles flight to Rangoon and back, carrying the Director of Civil Aviation, in 1924. He flew 17,000 miles to South Africa and back in 1925, and he flew 23,000 miles to Australia and back.

[THROUGH REUTER'S AGENCY.]

AIR CRASH INQUEST.

CAUSE OF THE DISASTER A MYSTERY.

LONDON, October 5th. Expert witnesses at the inquest on the victims of the Tonbridge air crash were totally unable to account for the cause of the fire. They declared that the pilot was most expert, and that the machine was equipped with complete fire-fighting appliances.

The wreck was so complete that it was impossible to ascertain even where the fire started.

The jury returned a verdict of accidental death.

[BRITISH WIRELESS SERVICE.]

Public Inquiry To Be Held.

RUSSIA, October 6th. An official of the company said that all the latest inventions to ensure safety were fitted to their machines. He suggested that the ignition of lubricating oil and not petrol may have caused the fire.

The wrecked machines had made 100 hours flight between Paris and London and the pilot had flown 187,000 miles. The Coroner said a public inquiry would be held by the Air Ministry.

[THROUGH REUTER'S AGENCY.]

TOKYO LOAN.

TERMS OF LONDON ISSUE.

LONDON, October 6th. The City of Tokyo Loan to be underwritten here, will be for 24,000,000 of five-and-a-half per cent. stock at issue price 83.

COAL DISPUTE.

ATTITUDE OF MIDLAND MINERS.

LONDON, October 6th. The miners of Durham, South Staffordshire and East Worcestershire have rejected the Government's proposals.

GOLF.

THE INTERPORT MATCH AT SHANGHAI.

HONGKONG START BRILLIANTLY.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, October 6th.

In the Interport Golf Two-ball Four-somes, the result of the first day's play was as follows:—

Hongkong scored one point. Ferguson and Shewan beat Budd and Blake of Shanghai by one hole.

Pendered and Morris lost to Stewart and Malcolm by five and four.

Andrews and Smith beat Cumming and Pettit by one hole.

The matches generally were exciting, especially the first. Budd missed several short putts for Shanghai while Ferguson, for Hongkong, holed several long ones.

Shewan's driving was a notable feature. The Shanghai pair were one down at lunch time but recovered and then lost.

BANDIT-RIDDEN HONAN.

LU LO CHIN AND HIS SCOUNDRELS STILL LOOTING.

ARMED WITH RIFLES, MACHINE-GUNS AND SMALL CANNON.

BRITISH MISSIONARY AMONG THE CAPTIVES.

[THROUGH REUTER'S AGENCY.]

PEKING, October 6th.

A telegram from Kaifeng, dated October 6th, states that yesterday bandits, under Lu Lo Chin, who recently looted Chowkiakow, looted Tungso and Chenhu. One-half thereafter proceeded to Kihienbo, while the other half went to Taipingkan, twenty-five miles east of Kaifeng.

The band is said to number 3,000, well-armed with rifles, machine-guns, and small cannon. At daylight this morning Kaifeng gates swarmed with refugees, who had fled through the night from the afflicted districts. This city is inadequately protected by a small force at Yichun, owing to the drafting of the regular militia to the Southern Army's front.

A telegram from Kaifeng, dated the 6th, states that among the captives taken by the bandits at Chenhu yesterday is a British missionary named Riding (an Evangelist) with his servants.

SIR RONALD ROSS.

GOING TO INDIA AND THE MALAY STATES.

TO INSPECT MALARIA CONTROL MEASURES.

[THROUGH REUTER'S AGENCY.]

LONDON, October 6th.

Under the auspices of the Indian Tea Association, Sir Ronald Ross is going to India on October 29th, aboard the *Esperanza* to pick up the *Malwa* at Gibraltar and travel to Calcutta via the Malay States.

The object of the trip is to inspect the Malaria Control Measures which are being carried out on the plantations in India and the Malay States. While in the Malay States, Sir Ronald Ross will be the guest of Sir Malcolm Watson.

"IL TRAVATORE."

ITALIAN OPERA COMPANY AT THEATRE ROYAL.

A BRILLIANT PERFORMANCE.

Signor A. Carpi's Italian Grand Opera Company opened their season at the Theatre Royal last night with Verdi's "Il Travatore," and scored a distinct success. The attendance was good.

It is unnecessary here to recapitulate even a synopsis of this famous opera, since it is so well-known. It is a great tragedy, replete with pathos and wildness, and wonderful music from beginning to end.

It is somewhat difficult to place the four leading artists in order of merit, but first place must be given to Sig. E. Caccio, who took the part of Mario. He is a fine tenor. His voice has great power and fine tone. He moreover acted his part superbly. There was little to choose between Mlle. A. Gambino, the soprano, who played Leonora, and Mlle. G. Ciampaglia, the contralto, who took the part of Ayucena. Mlle. Gambino was perhaps the better singer, but Mlle. Ciampaglia played the Gipsy part to perfection. Both ladies did well in the last act, and Mlle. Gambino particularly with "Love, fly on Rosy Pinions." She was even more superb in his last song, just before she succumbs to the poison she has drunk rather than be the wife of the Count who has spared her lover's life only on condition that she will marry him.

In the duets with her lover, she was also splendid. Mlle. Ciampaglia was at her best in the scene where she is captured and in the prison cell. A fierce, and avenging gipsy no longer, but a broken woman whose consuming passions of remorse and revenge have died out, she dreams of the happy days gone by.

Sig. A. Bellotti as Count Imor was well received. The other artists, Mlle. Ballard, Sig. A. Mancini and Sig. N. Barontoni did what little they had to do very well.

The choruses were finely rendered. The famous Anvil Chorus in which the men hammer the anvil as they sing was a great success. Greater still was the Miserere, the chant of the priests, in Verdi's most famous opera scene.

The climax was superbly acted, with Sig. Caccio at his best. It was a great success and the audience generously applauded throughout the performance.

WUCHANG'S FLIGHT.

APPALLING CONDITION OF THE BESIEGED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, October 6th.

A telegram from Hankow, dated October 5th, states:—

Yesterday numbers of civilians, reported to total about 2,000, were allowed to leave Wuchang by mutual consent of the contending parties.

There was a frenzied stampede to the gate, which was opened for a short time only, with the result that numbers of women and children were thrown down and trampled to death.

The refugees were in a most pitiful condition, and, when interviewed, stated that conditions inside were appalling.

Numbers of people had already died of starvation, while a similar fate awaits many others unless the blockade is speedily lifted.

FIRST NAVAL A.D.C. TO THE KING.

APPOINTMENT FOR ADMIRAL SIR ARTHUR LEVESON.

[THROUGH REUTER'S AGENCY.]

LONDON, October 6th.

It is announced that Admiral Sir Arthur Leveson has been appointed First Naval Aide-de-Camp to the King in succession to Admiral Sir M. E. Browning, who has retired.

Vice-Admirals Sir E. S. Alexander-Sinclair and Sir Lionel Halsey have been promoted Admirals and Rear-Admiral W. M. Ellerton Vice-Admiral.

BRITISH TRADE.

STEADY IMPROVEMENT NOTED.

BOOM, ANTICIPATED.

[BRITISH WIRELESS SERVICE.]

RUSSIA, October 6th.

In commercial and economical circles here, there is a general belief that a period of trade prosperity is at hand.

Opinions to this effect have been expressed by Sir Philip Cunliffe-Lister, President of the Board of Trade, by several prominent writers on economic subjects, and by the leading authorities in banking and commercial worlds. Various reasons are advanced to support this optimism. British industry, generally, has shown vigour and elasticity during a period when it might have been expected to be entirely crippled by the coal stoppage.

A general resumption of work in the mines, which is widely believed will not now be much longer delayed, coupled with the prospect of a reorganised coal industry, will act as a stimulus.

The agreements signed between employers and employed at the termination of the general strike, and the prolongation of the coal deadlock tend to discourage further conflicts and to increase the hopes of prolonged industrial peace, in which disputes will be settled by negotiation or arbitration.

Meanwhile, efforts are being made to develop and expand the Imperial markets which, in the first half of the present year absorbed 44 per cent. of the total British exports. Co-incidental with the clearing of the international political horizon, foreign nations are recovering their purchasing power, while, at the same time, British producers are now finding it possible to reduce the prices of their commodities.

The Board of Trade statements show that, this year, British trade has made a steady improvement despite the difficulties it has encountered, and this is borne out by reports from the leading industrial centres throughout the country.

LONDON DOCK STRIKE.

MEN RETURN TO WORK.

RUSSIA, October 6th.

Some 2,000 Tilbury dockers, who went on strike yesterday, returned to work to-day and the differences that had arisen between the Port Authority and the officials of the men's Union, who had been forbidden to enter the dock gates, are to be the subject of a joint meeting, later in the week.

[THROUGH HAVAS AGENCY.]

THE AFGHANISTAN MINISTER TO FRANCE.

PARIS, October 6th.

Mohamed Nadir Khan, Afghanistan Minister to France, has been made a Grand Officer of the Legion of Honour.

SMUGGLED GOODS AND PICKETS.

BOAT WITH VEGETABLES FOR HONGKONG FIRED ON.

ALLEGED PICKETS CHARGED AT MAGISTRACY.

GOODS SENT TO HONGKONG FOR HIGHER PRICES.

An unusual prosecution was commenced at the Central Magistracy yesterday, and continued from the morning into the afternoon, the case eventually being adjourned until next week.

The story, a very interesting one, centres around an attempt by farmers in the Po On district, Chinese territory, to smuggle a cargo of vegetables to Hongkong during the night, and evade the dreaded interference by the strike pickets. Their attempt, however, was futile, armed pickets, it is stated, suddenly appearing on the scene, and frustrating the attempt by opening fire on the boat and its crew, seizing the cargo, and further having the effrontery to send the goods to Hongkong, where higher prices would be obtainable than selling them by auction in the country.

The original owners, however, arrived here in time, and communicated with the police, who effected the arrest of two men, alleged to have brought the boat to Hongkong, before the vegetables could be fully discharged and put ashore.

The two men, alleged to be members of the strike pickets, as they were stated to have been seen in their company when the boat was seized, were charged before Major C. Wilson at the Magistracy yesterday morning with having in their possession, in the waters of the Colony, certain vegetables worth \$428, the property of two Chinese. It is alleged the goods were stolen at San Heung, Po On district, Chinese territory, on or about September 25th. Mr. G. R. Haywood prosecuted on behalf of the complainants, but later Chief Detective Inspector T. Murphy took charge of the case, Mr. Haywood merely watching the case on the complainants' behalf. Mr. D. McCallum defended.

Smuggled Goods. Outlining the circumstances, Chief Detective-Inspector Murphy said, so far as his information went, the consignment of vegetables was being loaded in the Po On district in Chinese territory. This was being done at night in order to evade the pickets and smuggle the goods to Hongkong. Suddenly armed pickets arrived on the scene and opened fire. The people who were loading jumped into the water and escaped.

The boat and cargo were captured, and taken down the river to the strikers' headquarters, and there the goods appeared to have been put on another boat brought to Hongkong.

The original owners of the vegetables came to Hongkong in another boat and arrived on Tuesday, when a report was made. The police found the vegetables being unloaded near the market. The goods were alleged to have been sold to stall-holders at the market, but, so far, no money had been received for them.

A Third Defendant? Mr. Haywood asked for a day to be fixed for the hearing.

Mr. McCallum said he understood there were three defendants.

Inspector Murphy: The third man is not in Court.

Mr. McCallum: Do I understand the third man is not to be charged?

Inspector Murphy: He is not before the Court, and I think it might be left at that. He added that there were other quarters from which Mr. McCallum could enquire.

Eventually it was agreed that the case could be proceeded with in the afternoon, and his Worship accordingly put the case over until 2.15.

The Peasant Volunteers. At the afternoon hearing a witness said he was engaged by the two defendants to pack the vegetables to Sai Heung. Questioned by Inspector Murphy: How far is the strike headquarters from Sai Heung Wharf?

Witness: About a mile.

Was your boat intercepted by pickets?—No.

That is to say you came to Sai Heung with vegetables without anyone interfering with you?—That is so.

Witness also said that there 110 piculs of cargo, and also several piculs of ginger, his own property.

Inspector Murphy: Are you a member of the Peasant Volunteer Corps?

Witness: No, I am only a farmer.

Do you know if the defendants are members?—They frequented the Corps' headquarters.

Major Willson: They are actually pickets aren't they?

Mr. McCallum: That is an accusation which wants proving.

Inspector Murphy: It is not very clear what their function is.

To witnesses, Inspector Murphy asked: Did they carry arms?

Witness: I cannot say.

Are the peasants working with or against the pickets?—I don't know.

Mr. McCallum said he would like to reserve his cross-examination of this witness, as no direct evidence had been given against the men.

Major Willson said that the witness could be recalled if necessary.

Detained By Police. Proceeding to cross-examine the witness, Mr. McCallum asked: Were you arrested by the police?—Yes.

Since the moment of your arrest have you been free from the police?—No.

And are you still under arrest?—I am under detention.

And have the police made any charge against you?—No.

Can you tell me why they are detaining you?—

Because it had been reported that these were smuggled goods.

You are under arrest, and you are not a free man?—Yes.

And the police will not let you go?—No.

Have they preferred any charge against you?—No.

And when were you arrested?—Last Monday.

Have you been kept under lock and key during the whole time?—Yes. I have been in the cells.

Defendants' Clansmen.

In reply to further questions, witness said the two defendants were clansmen. There were no pickets at Sheung Taun. The nearest pickets were at Nam Tow. It was the practice of farmers to collect all the goods together and send them down to Hongkong, sending one or two farmers with them. It was not within the knowledge of witness that there had been any trouble in the village in connection with the funds held by the Elders.

Witness further said that he had heard that the pickets seized the produce at Sai Heung.

Mr. McCallum: Have you any information of any trouble with strike pickets?

Witness: None have come there.

During the present strike have they always sent produce down to Hongkong?—Yes.

There has never been any trouble about it?—No trouble.

Neither from the pickets or from your own local defence volunteers?—No.

Inspector Murphy said he would like to say that he would no longer be responsible for the witness. He had been looking after him for two days.

Mr. McCallum said he was very anxious that he should be freed from police custody.

Fired On By Pickets. One of the complainants in the case next gave evidence, and said the goods were loaded at night as they thought the pickets might come along and see that the goods were being allowed to be exported. The pickets appeared and fired at the boat from the shore. No one was hit, but the boat people jumped into the water and swam away. The boat was alongside the bank, and a number of pickets fired about thirty shots at quite close range at the boat. The pickets carried three electric torches and two lanterns. Both defendants were in the company of the pickets and were also armed. When the shots were fired witness hid himself. Torches were flashed to find the boat people. The pickets eventually went on board the boat and took charge of it. Two men went away with the boat later.

Inspector Murphy: How many days did you remain in the village after the incident before you started out for Hongkong?

Witness: Four days.

During those days did you see either of the two defendants in the village?—No.

The Cargo. How many piculs were there in the boat?

About 80 piculs according to our scales in the country, but about 110 by other scales. Witness proceeded to explain the scales in the country weighed heavier than those in Hongkong.

He bought his cargo for over \$300 and intended to sell it for over \$500 in Hongkong money.

Witness said he had never brought goods to Hongkong, but his partner had.

He was attempting to smuggle the goods into Hongkong, that is he tried to smuggle them away from the strike pickets.

A Witness Freed. At this juncture, Major Willson intimated he proposed to adjourn the case.

Mr. McCallum: Are the police willing that the first witness go free now?

Inspector Murphy: He can be handed over to Mr. McCallum right now.

Mr. McCallum applied for bail, submitting that the prosecution had yet to prove their charge.

Major Willson said there was evidence to show that defendants were with the pickets and refused bail.

His Worship adjourned the case for further hearing next Tuesday afternoon.

ANNUAL AQUATIC SPORTS.

OPENING DAY.

REAR-ADMIRAL STIRLING PRESENTS THE PRIZES.

The Annual Aquatic Sports of the Colony, held under the auspices of the Victoria Recreation Club, began yesterday evening, when the Half Mile Open Championship of the Colony and the Half Mile Race confined to Chinese were decided. The races were swum off outside the Club house and many interested spectators lined up the Praya Wall to witness them.

The Open Championship event was won by A. May (holder) who completed the course in 13 mins. 17 3/5 secs. equalling the time he made in 1925, when he won the event for the first year. (The record time is 12 mins. 34 secs. by J. R. Johnston in 1914.) Cooke, the veteran, finished a good second about nine yards behind. Wong Man Hoon won the other event after a close race.

Chinese Competitors.

Only three competitors faced the starter in the Chinese event, viz., Leung Shiu Man, Tan Chiu Hin and Wong Man Hoon. Tan and Wong engaged each other in a neck-to-neck race and were level at the end of the 6th lap, and again at the 10th. Wong Man Hoon, who used the left over arm side stroke throughout, showed greater reserve at the next and final stretch and finished four yards in front of Tan Chiu Hin, who won the Chinese Harbour Race last week. Leung Shiu Man was half a length behind.

The Open Race.

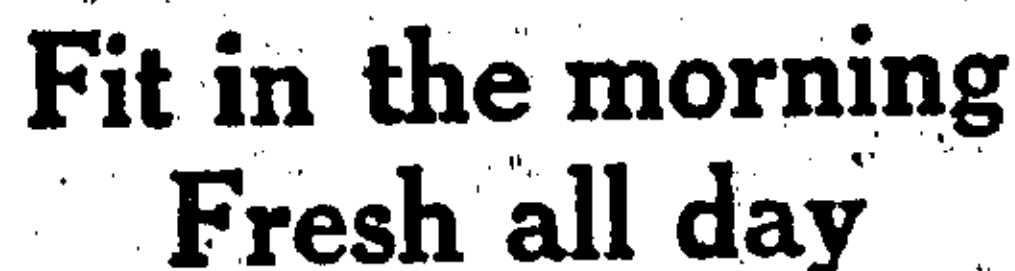
Shortly after, the Open Championship Race was swum off. May, the favourite, realised expectations. He obtained the lead at the start, and he never lost it steadily increasing it. He led about six yards from Cooke at the end of the third lap, and about ten at the sixth, finishing about nine yards ahead. Cooke, who began badly, soon showed his metal and he and May lead for the rest of the race from the second lap, with May always looking a comfortable winner.

Cooke did not appear to be in his best form, but, considering his age, he did very well in coming in a good second. The struggle between Brodie and Gittins for the third place was very exciting and after passing each other several times during the race, the former eventually finished two yards ahead. Norris finished fifth and only looked like coming in place at the start. Razaev stopped at the eighth lap and Assumpcao at the ninth.

The results of the two events yesterday were as follows:—

1.—500 Yards Free Style, Open Championship of the Colony.—1st, A. May, 13mins. 17.3-secs.; 2nd, C. J. Cooke, 14mins. 31.2-secs.; 3rd, E. A. Brodie, 14mins. 30.3-secs.

2.—800 Yards Free Style (confined to Chinese).—1st, Wong Man Hoon, 14mins. 30.4-secs.; 2nd, Tan Chiu Hin, 14mins. 31.2-secs.



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All names and characters in these stories are fictitious.

making a pretence of joining too, for the sake of indulging their own vices, which were usually born solely from the sheer

...pretends to 'stuck up' for us. Women
...that is what annoys me, just as though
...er we wanted to be 'stuck up for,' and

white woman's body, clad in a dark blue silk dress, spoilt and torn, and without

ue nt sophy only carries us a very little way after all!"

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STEAM NAVIGATION CO.STEAMER FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY AND KARACHI.THROUGH BILLS OF LADING ISSUED
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"JEYPORE"

carrying His Majesty's Mail, will be despatched
from this Port at Noon on MONDAY,
the 11th OCTOBER, 1926, taking Cargo for
the above Ports.Bulk and Valuable Cargo for Italy, France
and London (under arrangement) will be
conveyed by this Steamer proceeding to Bom-
bay and there transhipped to the co-terminating
Steamer for Marseilles and London.Parcels will be received at this Office until
5 p.m. the day before sailing. The Contents
and Value of all Packages must be declared.
For further Particulars, Apply to—MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 6th October, 1926. [4036]

CONSIGNEE NOTICES.

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer
"HAARBRUNNEN"having arrived from BREMEN, HAMBURG
and Ports, Consignees of Cargo are hereby
notified that their Cargo is being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
Kowloon, where Delivery can be obtained.All Goods remaining undelivered after the
15th of October, 1926, will be subject to Rent.
No Fire Insurance will be effected by us in
any case whatever.Damaged Packages must be left in the
Godown for examination by the Consignees and
the Company's Surveyors, Messrs. Anderson
& Ashie, at 10 a.m., on the 9th of October,
1926.No Claims will be admitted after the Goods
have left the Godown and all Claims must be
presented within Two Weeks of the Ship's
arrival here, after which date they will not be
recognized.Consignees are requested to surrender their
Bills of Lading to the Undersigned for
counter-signature.MELOERS & CO.,
Agents.NORDDEUTSCHER LLOYD, BREMEN.
Hongkong, 6th October, 1926. [4032]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.
FROM NEW YORK.THE Steamship
"LANGTON HALL"having arrived, Consignees of Cargo by her
are informed that all Goods are being
landed at their risk into the hazardous and/or
extra-hazardous Godowns of Holt's Wharf,
whence Delivery may be obtained.No Claims will be admitted after the Goods
have left the Godown, and all Goods remaining
undelivered after 11th October, 1926, will be
subject to Rent.All Claims against the Steamer must be
presented to the Undersigned on or before
25th October, 1926, or they will not be
recognized.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on any Tuesdays, or Fridays, between
the hours of 10.45 a.m. and Noon, within the
Free Storage period of One Week.No Fire Insurance has been effected.
Bills of Lading will be counter-signed by
THE BANK LINE, LTD.,
General Agents.

Hongkong, 6th October, 1926. [4034]

THE BEN LINE STEAMERS.

LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

The Steamship "BENLOMOND."

CONSIGNEES of Cargo are hereby inform-
ed that all Goods are being landed at their
risk into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., whence, and/or from the
wharves, Delivery may be obtained.No Claims will be admitted after the Goods
have left the Godown, and all Goods remaining
undelivered after the 11th instant, will be
subject to Rent.All Claims against the Steamer must be
presented to the Undersigned on or before the
25th instant, or they will not be recognized.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 11th instant, at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be counter-signed by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 4th October, 1926. [4024]

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel

"MALAYAN PRINCE"

having arrived from the above Port on
4th instant, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and stored at
Consignees' risk and expense.All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on Saturday, 9th instant,
at 10 a.m.All Claims must be presented within fifteen
days of the vessel's arrival here, after
which date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godown, and all Goods
remaining undelivered after the 11th instant,
will be subject to Rent.No Fire Insurance has been effected.
Bills of Lading will be counter-signed by
FURNES (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road, Hongkong,
Telephone No. 8165.

Hongkong, 4th October, 1926. [4022]

Cuticura Comforts Tender
Aching Irritated FeetBathe the feet for several minutes
with Cuticura Soap and warm wa-
ter, then follow with a light appli-
cation of Cuticura Ointment, gently
rubbed in. This treatment is most
successful in relieving and com-
forting tired, hot, aching, burn-
ing feet.Sore, Chafed, Itching, and
other foot troubles are cured by
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that cures the feet.

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[34]

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money they spend on Advertising
will bring them the best possible
return.

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HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, October 6th.

	Previous Day at 4 p.m.	On Date at 4 p.m.	On Date at 8 p.m.
Barometer	29.79	29.80	29.75
Temperature	83	78	87
Humidity	79	88	73
Wind Direction	E	Calm	WSW
Force	0	0	0
Weather	C	B	O
Rain	0.00	0.00	0.00

Highest open-air Temperature on 5th ... 84

Lowest open-air Temperature on 8th ... 77

B=Blue sky; C=Cloudy; D=Drizzle;
F=Fog; L=Lightning; M=Mist; O=Overcast;
P=Passing showers; Q=Equally; R=Rain; T=Thunder.The Bangkok correspondent of the
Standard Times writes:—It is now report-
ed here that Sir Laurence Guillemard
will visit Siam early in January. That
is the best time of the year. It is the
middle of our cold season and, if it is
on its best behaviour, then Sir Laurence
will realise how favoured we are in re-
spect of climate for two months of the
year. I have heard no details regarding
the visit, whether it is to be official or
unofficial, and whether any questions of
mutual concern will be discussed or not.
But it is sure to be a bright time for the
British Colony.

HONGKONG SHIPPING.

INCREASE IN HONGKONG CARGO.

POOR RETURNS.

Although only three fewer arrivals
were shown in yesterday morning's ship-
ping statement, than during the previous
day, there was a big decrease in the total
freight, compared with the figures for the
previous twenty-four hours. Returns
made were poor, and if it had not been
for one big entry by a Dutch steamer
they would have been even lower.It was in view of the return referred to
that Hongkong cargo managed to
show an increase instead of a decrease
as the case would otherwise have been.
The increase amounted to something like
3,000 tons, but freight for ports beyond
went down to the extent of over 14,000
tons.

TONNAGE AND NATIONALITIES.

The tonnage figures were as under:—
Total: 33,761 tons; British vessels: 17,893
tons; Other vessels: 20,938 tons.At 9 a.m. yesterday there were 35
vessels in the harbour, of which 24 were
British. During the previous twenty-
four hours twelve vessels arrived, viz.,
seven British, one American, one
German, two Chinese and one Dutch.
The departures during the same period
came to seventeen, viz., one Japanese
for Saigon, one British for Amoy, one Dutch
for Swatow, one Chinese for Sha U
Cheung, one Japanese and one British
for Singapore, one Japanese, one Italian
and one Chinese for Shanghai, one
American for Manila, one British for
Moj, one British for Canton, one
Japanese for Keelung, one Japanese and
one British for Takao, and two Chinese
and one French for Kwang Chow Wan.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m.
yesterday).

For Hongkong 12,923 tons.

For ports beyond 6,483 "

Total 19,406 "

(For the previous 24 hours ended at
9 a.m. on Tuesday).

For Hongkong 9,833 tons.

For ports beyond 21,194 "

Total 30,947 "

Of the cargo for Hongkong, five British
vessels brought 4,562 tons between them,
the best returns being 1,800 tons and 1,347
tons. Of the remaining 8,370 tons in
vessels of other nationalities, one vessel
returned 7,681 tons. With regard to the
freight for ports beyond, this was all car-
ried in three vessels, a British steamer
had 720 tons, and two vessels under
other flags carried 1,300 tons and 4,562
tons respectively.

THE ARRIVALS.

The arrivals for the twenty-four hours
ended at 9 a.m. yesterday were as
under:—Empress of Asia (British) from Van-
couver and Shanghai with 438 tons
of general cargo, mail and 720 tons
for Manila.Tea (British) from Haiphong and
Kwang Chow Wan with 1,347 tons
of general cargo and mail;Taikoo (British) from Tourane in
ballast;Cheong Shing (British) from Canton
with a nil entry;Kwong Sang (British) from Tientsin
and Waihaiwei with 1,800 tons of
general cargo and mail;Langton Hall (British) from Newport
News and Manila with 700 tons of
general cargo and mail;Hydrangea (British) from Kwang
Chow Wan with 273 tons of general
cargo and mail;President Jackson (American) from
Manila with 158 tons general cargo,
mail and 1,300 tons for ports be-
yond;Saurbrücken (German) from Bremen
and Singapore with 300 tons of
general cargo, mail and 4,562 tons
for ports beyond;Sui Yik (Chinese) from Sha U Chung
with 13 piculs of general cargo and
fruit;Yain Fung (Chinese) pirated vessel
from Shanghai;Bandong (Dutch) from Rotterdam and
Djankar with 7,681 tons of general
cargo.

LATER ARRIVALS.

Later arrivals, too late for inclusion
in the above returns, were as under:—
Shansi (British) from Shanghai with
500 tons of general cargo and mail;Lee Fio de Paul Doumer (French)
from Saigon with 1,247 tons of
rice and mail.SUNRISE AND SUNSET IN
HONGKONG.

FOR OCTOBER, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN,
EAST OF GREENWICH).

Date	Sunrise	Sunset
October 7th	6.18 a.m.	6.08 p.m.
8th	6.18 "	6.05 "
9th	6.17 "	6.04 "
10th	6.17 "	6.03 "
11th	6.18 "	6.02 "
12th	6.18 "	6.02 "
13th	6.19 "	6.01 "
14th	6.19 "	6.00 "
15th	6.19 "	5.59 "
16th	6.20 "	5.58 "
17th	6.20 "	5.57 "
18th	6.21 "	5.56 "
19th	6.21 "	5.55 "
20th	6.21 "	5.55 "
21st	6.22 "	5.54 "
22nd	6.22 "	5.53 "
23rd	6.23 "	5.52 "
24th	6.23 "	5.52 "
25th	6.24 "	5.51 "
26th	6.25 "	5.50 "
27th	6.25 "	5.50 "
28th	6.25 "	5.49 "
29th	6.26 "	5.49 "
30th	6.26 "	5.48 "



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E. M. DYER, B.Sc. M.I.N.A. Kowloon Dock, Hongkong.

SHIPPING NEWS.

ARRIVALS.

October 5th.

Bindung, Dutch str., 2,672 tons, Capt. A. Dubois, from Rotterdam, with 7,881 tons of sugar, lying at Quarry Bay.—J.C.J.L.

Cheongshing, British str., 1,250 tons, Capt. D. R. Kilbey, from Canton, lying at buoy No. 433.—Jardine, Matheson & Co.

Hsinfung, Chinese str., 1,385 tons, Capt. Williams, S. Ross, from Shanghai, lying at buoy No. C39.—C.M.S.N. Co.

Sui-Pik, Chinese str., 173 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Luen Chong Wharf.—Fook Hot Co.

Teau, British str., 1,331 tons, Capt. E. H. Histed, from Haiphong and Kwang Chow Wan, with a general cargo, lying at buoy No. C17.—B. & S.

October 6th.

Kwong Sing, British str., 1,425 tons, Capt. C. A. Robertson, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. B32.—Jardine, Matheson & Co.

Les Fils de Paul Doumer, French str., 704 tons, Capt. Cleric, from Saigon, with a cargo of rice, lying at buoy No. C43.

President Jackson, American str., 8,377 tons, Capt. John Griffith, from Manila, with a general cargo, lying at Kowloon Wharf.—Admiral Oriental Line.

Shanai, British str., 1,223 tons, Capt. C. Stringer, from Shanghai, with a general cargo, lying at buoy No. C33.—B. & S.

CLEARANCES.

October 6th.

Empress of Asia, for Manila.

Haukefeldt, for Chiuwangtao.

Hsinfung, for Shanghai.

Hydrangea, for Kwang Chow Wan.

Jude, for Taurane.

Kiangsu, for Bangkok.

Lai Sang, for Singapore.

Philadelphos, for Kobe.

President Jackson, for Shanghai.

Sui-Pik, for Sha U Chung.

Swining, for Shanghai.

Tjondari, for Muntok.

PASSENGERS.

ARRIVALS.

By the s.s. *President Jackson*, from Manila, on October 6th:—Mr. Francisco de la Cruz, Mrs. Blanche Keller, Mr. Kwan Kit Heng, Mr. Lee Voo, Mr. Antonio Moxaz, Mr. Charles J. Noronha, Mr. S. Palomique, Mr. M. H. Sleight, Mr. Victor M. Smith, and Mr. P. Wearne. Among the passengers passing through on their way to Shanghai were: Mr. M. A. Axelrod, Mr. B. Blyth, Miss J. Z. Corbett, Mr. F. Hall, Mr. J. L. F. Jappe, Miss G. Jones, Mr. L. Madden, Mr. B. Porter, Mr. M. A. Saleeby, Mrs. L. L. Spellman, Col. and Mrs. C. Thompson. For Yokohama: Mr. B. M. Gonzales. For Seattle: Dr. C. S. Castle, Mr. J. R. Hayden, Mr. C. M. Higgins, Mr. J. A. McCormick, Mrs. M. E. Reyes, Mr. and Mrs. R. S. Rogers, Master R. S. Rogers, and Miss L. B. Wood.

DEPARTURES.

By the s.s. *Saarbrücken*, for Shanghai, on October 6th:—Mr. and Mrs. Ostermeyer, Mrs. Noronha and seven children, Mr. and Mrs. Erantz V. Dorf and son, Mr. E. A. Long, Miss Magdalena Beyssig, Mr. N. D. Lloyd, Mrs. B. Keller, and Mr. and Mrs. F. V. Davis.

By the s.s. *Empress of Asia*, from Hongkong to Manila, on October 6th:—Mrs. B. S. Anderson, Rev. J. L. Alonso, Mr. and Mrs. J. Ayagi, Miss N. Allen, Sister J. Bessler, Mr. A. M. Black, Mr. Berghoff, Mrs. Black and two children, Miss M. E. Baker, Mr. D. G. Beebe, Mr. A. Carpi, Mrs. W. E. Clark, Mr. and Mrs. A. H. Collbran, Mr. A. Collbran, Miss H. Collbran, Sister S. Dasser, Miss N. Dierks, Mr. and Mrs. Destine, Mr. A. Fornaro, Mr. S. L. Frost, Mr. and Mrs. R. W. Gibson, Miss E. Gibson, Miss J. Gibson, Miss A. Gibson, Miss M. Grace, Mr. M. Gelabert, Miss M. Gagny, Mrs. A. L. Goffney, Mr. J. W. Goffney, Mr. P. Garcia, Mr. and Mrs. H. Hoffman, Mr. and Mrs. T. A. Haynes, Mr. F. A. Johnson, Sister A. Kab, Sister E. Krassey, Mrs. C. Kay, Mr. T. A. Kana, Mr. and Mrs. C. H. Kelling, Mr. S. G. Kirkland, Miss L. H. Kirkness, Mr. G. G. Lamb, Mr. and Mrs. E. Levthal, Mr. A. Levthal, Mr. J. A. Muller, Miss H. Munro, Master D. Munro, Master A. Munro, Miss M. Munro, Mrs. E. A. Munro, Mr. A. Maluenda, Mr. J. J. Nester, Sister H. Rehm, Rev. J. Rodriguez, Sister A. Scherer, Mr. A. P. Santiago, Mrs. Sam Sing, Mr. and Mrs. E. F. Somes, Miss B. Somes, Mrs. R. C. Smith and three children, Miss M. G. Silsby, Mr. and Mrs. J. da Santos, Miss E. Scranton, Mrs. W. J. Thierien, Mr. B. Veliky, Mr. P. Wagner, Mr. and Mrs. G. Wilde, Mr. E. A. Wynkopp, Mr. L. Yates, Mrs. A. G. Zimmerman, Mr. S. E. Zelaznick.

VESSELS IN DOCK.

The following vessels are in dock:—*Tai-ko*, *Liangchow*, *Anomat*, *Tai Lee*, *Hai Ten*, *Tung On* and *Nam Wah*. At Kowloon: *Tai Tack*, *Tuen Sang*, *Sui An*, *Confucius* and *Olo*.

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SHIPPING NOTES.

The s.s. *Selangor*, which was in collision with the *Benang* at the mouth of the Perak River recently, has been docked at Singapore. She has a large hole in her stern starboard quarter just above the water-line and fittings have been at work removing the torn plates.

The Norwegian steamer *Stale*, which left Singapore last Tuesday for Hongkong returned to Singapore on Wednesday morning last owing to engine trouble.

The steamer *Baikal*, the last of Admiral Starck's refugee fleet from Vladivostok, which put into Olongapo four years ago, was towed to Manila on October 1st and steamship *Paz*, states the *Manila Times*. The *Baikal* has just been acquired by Admiral and Company. She has a gross tonnage of 500 tons. The *Baikal* was especially built in Shanghai as an ice breaker for the Russian navy. She is said to be the fastest ship of her size to be operated in the interisland service. She has a powerful engine with a speed of 14 knots. While the vessel is in good condition, minor repairs and general overhauling will be necessary to fit her for interisland trade.

At the Marine Court, yesterday, before Lieut. Commander G. F. Hole, R.N., the master of a fishing boat was fined \$5, or five days' hard labour in default, for using drags in the Harbour without permission. A boatmistress was also fined \$3 for mooring outside of five others alongside the s.s. *Hong Shok Kung*.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 827, of which the s.s. *Hydrangea* (British), from Kwang Chow Wan carried 377, and the s.s. *Hsin Fung* (Chinese) from Shanghai 233.

The s.s. *Hsin Fung*, of the China Merchants' Company, the vessel which was pirated recently, left Hongkong yesterday at noon for Northern ports, after re-coaling and taking on fresh water on Tuesday evening and yesterday morning. All the coal and water had been used up through the pirates bringing the vessel to Bins Bay. The *Hsin Fung* had only enough fuel and water to take her from Shanghai to her original destination.

The steamship *General Henry Knox*, now lying off Shamshui, is to be sold by public auction, by order of the mortgagee, at the China Auction Rooms on Friday, October 15th. The ship formerly belonged to the Army Transport Service of the United States Army and was employed as a mine planter. Her dimensions and capacity are as follows:—Length, 150 feet; breadth, 30 feet; depth, 13 feet; gross tonnage, 447; net tonnage, 141. The ship is built of steel and is fitted with compound engine 16 by 32 and double boiler. She was registered as having a speed of 11 knots.

The following notice to mariners from the Maritime Customs at Shanghai, dated September 28th, has been exhibited in the Harbour Office:—On the 12th October, 1926, owing to the rapid change in the Eastern Entrance to the Tungchow Channel, Yangtze River, the Edge Buoy will be moved 6 cables S. 82° E. from its present position, and its colour changed from black to red, to mark the new position of the buoy. Plover Point Beacon bears S. 15° W. distant 3.04 miles. All bearings given are magnetic.

The Indo-China S.N. Navigation Co.'s s.s. *Kooshing* with cargo for Canton from Shanghai, left yesterday morning for Canton, as mentioned in yesterday's paper.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia*, which left Hongkong on September 16th arrived at Vancouver on October 4th.

VESSELS EXPECTED.

Empress of Canada (C.P.R.), due October 18th.

Japan (Swedish East Asiatic), due October 20th.

Shirata (B.I. & Apcar), due to-morrow, about 5 p.m.

Sumatra (Swedish East Asiatic), due October 20th.

HONGKONG TIDE TABLE.

From October 7th to 13th, 1926.

Days of Week	Days of Month	HIGH WATER			LOW WATER		
		H'gk.	Standard Time	Height	H'gk.	Standard Time	Height
Thur.	7	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		9 34	6 7	3 24	9 8		
Fri.	8	9 42	6 4	3 45	2 3		
		10 10	6 5	3 59	2 5		
		10 38	6 6	4 14	2 6		
Satur.	9	10 41	6 2	4 35	2 4		
		10 27	6 8	4 40	2 0		
Sun.	10	11 20	6 5	5 14	2 2		
		11 54	7 0	5 48	3 4		
Mon.	11	12 05	7 1	6 05	2 3		
		11 28	7 1	5 26	3 7		
Tues.	12	11 14	4 9	6 45	2 3		
		11 14	4 5	6 45	2 4		
Wed.	13	11 06	4 2	7 18	2 4		
		3 44	4 5	6 14	4 3		

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18 DAYS 15 DAYS 9 DAYS

STAMERS	H'gk. Leave	Shai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29
EMPRESS OF ASIA	Jan. 5	Jan. 8	Jan. 11	Jan. 14	Jan. 23
EMPRESS OF CANADA	Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPRESS OF RUSSIA	Feb. 18	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPRESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPRESS OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPRESS OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPRESS OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPRESS OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPRESS OF RUSSIA	June 22	June 25	June 28	July 1	July 10

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

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Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 6	Oct. 8	EMPRESS ASIA Oct. 9	Oct. 11
Oct. 20	Oct. 22	EMPRESS CANADA Oct. 23	Oct. 25

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU	... (Call Keelung) ...	Sunday	17th Oct.	at 10 a.m.
KOREA MARU	...	Tuesday	22nd Nov.	at Noon
SHINYO MARU	...	Tuesday	18th Nov.	at Noon
SIBERIA MARU	...	Monday	22nd Nov.	at Noon

* Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

ANYO MARU	...	Saturday	6th Nov.	at Noon
BOKEU MARU	...	Saturday	27th Nov.	at Noon
KATUYO MARU	...	Wednesday	12th Jan.	at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KITANO MARU	...	Saturday	2nd Oct.	
HARUNA MARU	...	Saturday	23rd Oct.	
KANO MARU	...	Saturday	8th Nov.	
KATSUMI MARU	...	Saturday	20th Nov.	
ATSUTA MARU	...	Saturday	4th Dec.	
KASHIMA MARU	...	Saturday	18th Dec.	

* Omit Malacca and Aden.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU	...	Wednesday	20th Oct.	at 11 a.m.
TSUYAMA MARU	...	Wednesday	24th Nov.	at 11 a.m.
TANGO MARU	...	Wednesday	22nd Dec.	at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU	...	Friday	29th Oct.	
TSUYAMA MARU	...	Thursday	11th Nov.	

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KANAGAWA MARU	...	Friday	15th Oct.	
WAKASA MARU	...	Wednesday	17th Nov.	

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU	...	Monday	11th Oct.	
TOTTORI MARU	...	Friday	21st Oct.	
OSAKA MARU	...	Sunday	31st Oct.	

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU	...	Friday	8th Oct.	
RANGOON MARU	...	Monday	18th Oct.	
MOBIOKA MARU	...	Sunday	31st Oct.	

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU	...	Saturday	18th Oct.	
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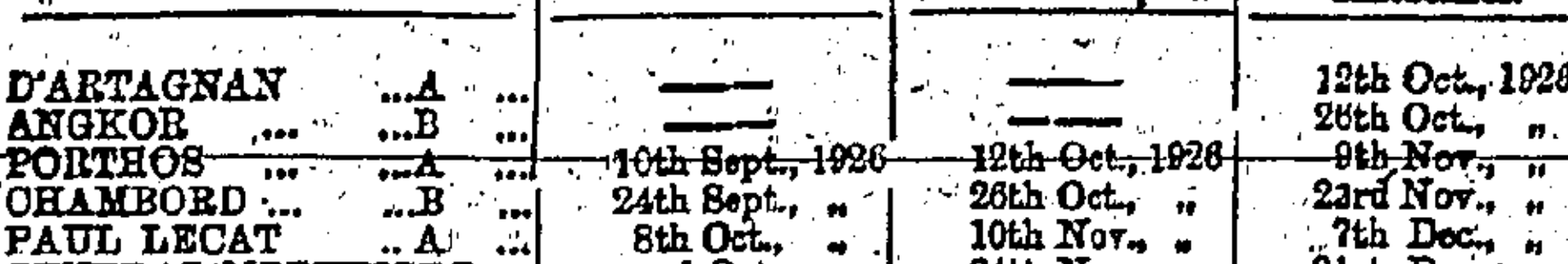
SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU	... (Moji direct) ...	Saturday	9th Oct.	
MUROBAN MARU	... (Moji direct) ...	Sunday	17th Oct.	
ATSUTA MARU	...	Tuesday	19th Oct.	
TAKUSHIMA MARU	... (Moji direct) ...	Saturday	23rd Oct.	

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D'ARTAGNAN	...	...	12th Oct., 1926
ANGOR	...	...	22nd Oct. "
PORTBLOIS	16th Sept., 1926	12th Oct., 1926	9th Nov. "
ORAMBORD	24th Sept. "	26th Oct. "	23rd Nov. "
PAUL LECAT	8th Oct. "	10th Nov. "	7th Dec. "
GENERAL METZINGER	22nd Oct. "	24th Nov. "	21st Dec. "
JAMAZONE	5th Nov. "	8th Dec. "	4th Jan., 1927

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SAILINGS SUBJECT TO ALTERATIONS.

KOBE via SHANGHAI & TSINGTAU	... "HANGSANG" ...	Thursday	7th Oct.	at Noon.
TIENTSIN	... "CHEONGSHING" ...	Saturday	9th Oct.	at 6 a.m.
SEANGHAI	... "KWONGSANG" ...	Saturday	9th Oct.	at Noon.
SANDAKAN	... "MAUSANG" ...	Tuesday	13th Oct.	at 2 p.m.
CANTON	... "HOFSANG" ...	Wednesday	13th Oct.	at 8 a.m.
KOBE via AMOY, YOKOHAMA & YOKKAICHI	... "KUMSANG" ...	Wednesday	13th Oct.	at 7 a.m.
TSINGTAU via SHANGHAI	... "FOOSHING" ...	Wednesday	13th Oct.	at Noon.
HAIPHONG via HOIHOW	... "MINGSANG" ...	Friday	15th Oct.	at 9 a.m.
OSAKA via SHANGHAI	... "NAMSANG" ...	Sunday	17th Oct.	at 7 a.m.
KOBE & MOJI	... "HOSANG" ...	Tuesday	20th Oct.	at 3 p.m.
STRAITS & CALCUTTA	... "KUTSANG" ...	Wednesday	27th Oct.	at 7 a.m.
OSAKA via MOJI & KOBE	... "HINSANG" ...	Saturday	30th Oct.	at 2 p.m.
SANDAKAN	...			

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OUTWARDS.

Vessel	Due Hongkong	Vessel	Discharges	Leave H'gk.
"GLENSHANE"	8th Oct.	"GLENGARRY"	...	20th Oct.
"CARMARTHENSHEIRE"	17th "	"CARMARTHENSHEIRE"	...	30th Nov.
"GLENBEG"	26th "	"CARMARTHENSHEIRE"	...	30th Nov.
"GLENTARA"	18th Nov.	"GLENTARA"	...	29th Dec.
"CARMARTHENSHEIRE"	27th Nov.	"GLENTARA"	...	29th Dec.

Movements are subject to change without notice.

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AMERICAN & MANCHURIAN LINE
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S.S. "CITY OF BARODA" ... From Hongkong Via Suez Canal 5th Nov.**BOSTON & NEW YORK**
AMERICAN & ORIENTAL LINE
(ANDREW WALK & CO., LONDON.)Sailings from Hongkong
M.V. "FORBESBANK" ... From Hongkong Via Suez Canal 2nd half November.**UNITED KINGDOM & CONTINENT**
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "CITY OF WELLINGTON" ... From Hongkong 24th October.
S.S. "CITY OF PEKIN" ... From Hongkong 10th November.
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"B" 1st Class £30. 2nd Class £15.**MAURITIUS & SOUTH AFRICA**
ORIENTAL-AFRICAN LINES.S. "YUENSANG" ... From Hongkong 15th October.
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Through Bills of Lading issued to Batavia, Quilman, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EST INDIES LINE.
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)Sailings from Singapore on 5th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD

Tel. Cent. 4791.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON**NEW YORK****PHILADELPHIA**

M.V. "JAVANESE PRINCE" ... 3rd November, 1926

For Freight and Full Particulars, apply to—

FURNES (FAR EAST), LIMITED.

Telephone: Central 3166.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

[19]

HOLLAND EAST ASIA LINE
of the United Netherlands
Navigation Company.Regular Four-weekly Service between
Japan, Vladivostok, China, Hongkong, Manila, Singapore
and
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and
North Continental Ports**SAILINGS FOR EUROPE:**S.S. "OUDERKERK" ... 30th October.
S.S. "SIMALOER" ... 28th November.
S.S. "OLDEKERK" ... 25th December.**ARRIVALS FROM EUROPE:**S.S. "SIMALOER" ... 18th October.
S.S. "OLDEKERK" ... 16th November.All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—**JAVA-CHINA-JAPAN LYN**

Telephone Central No. 1074.

Agents, York Building.

[21]

P. & O. British India
Apear and
Eastern & Australian
Lines(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-
STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.**PENINSULAR AND ORIENTAL PORTNIGHTLY DIRECT**
ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"JEYPORE"	5,318	11th Oct. Noon	Singapore, Penang, Colombo, Bombay & Karachi
"MOREA"	10,918	18th Oct. Noon	Marseilles and London.
"NYANZA"	7,035	27th Oct.	Singapore, Penang, Colombo & Bombay
"KHYBER"	9,114	30th Oct.	Marseilles, London, Antwerp and Hull.
"ALPINE"	8,273	8th Nov.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	15th Nov.	Marseilles and London.
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov.	Marseilles, London, Antwerp and Hull.
"NELLORE"	6,932	9th Dec.	Singapore, Penang, Colombo & Bombay.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo & Bombay.
"KHIVA"	9,135	35th Dec.	Marseilles, London and Antwerp.
"MIRZAPUR"	8,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,035	6th Jan.	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOREA"	10,918	5th Feb.	Marseilles and London.
"KASHMIR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Marseilles and London.
"KASHEGAR"	9,005	12th March	Marseilles, London, Antwerp & Rotterdam.
"MONGOLIA"	18,504	19th March	Marseilles and London.
"MACEDONIA"	11,120	2nd April	Marseilles, London, Antwerp & Rotterdam.
"DEVANHA"	8,155	9th April	Marseilles, London and Antwerp.
"KARMALA"	9,128	16th April	Marseilles and London.
"MALWA"	10,941	30th April	Marseilles and London.
"KHIVA"	9,128	14th May	Marseilles, London and Antwerp.
"MOREA"	10,918	28th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SHIRALA"	7,841	10th Oct. 10.30 a.m.	Singapore, Penang and Calcutta
"PALMA"	10,000	17th Oct.	do.
"TAKADA"	6,949	8th Nov.	do.
"TAKIWA"	7,936	10th Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (SCOTT)

"ARAFURA"	6,000	29th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	8,956	2nd Dec.	
"ST. ALBANS"	4,500	31st Dec.	
"ARAFURA"	6,000	28th Jan.	
"TANDA"	8,956	4th Mar.	
"ST. ALBANS"	4,500	18th April	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hio, Oebu, Kōbe, Yokohama, Tawau, Timor, Durban, or other ports en route as indicated on the cards.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"MANTUA"	10,902	18th Oct.	Shanghai, Moji & Kobe.
"TAKADA"	6,949	18th Oct.	Amoy, Moji, Kobe and Osaka.
"TAKIWA"	7,936	22nd Oct.	Kobe.
"MIRZAPUR"	8,715	23rd Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	8,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"NELLORE"	6,932	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	14th Nov.	Shanghai, Moji and Kobe.
"KHIVA"	9,135	22nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	25th Nov.	Shanghai only.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	18th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,035	11th Dec.	Shanghai, Moji and Kobe.
"KASHMIR"	9,005	13th Dec.	Shanghai, Moji and Kobe.
"PERIM"	7,449	18th Dec.	Shanghai.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHEGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"NELLORE"	6,932	31st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	8,956	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	18,504	17th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	7,023	12th Feb.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	3,165	13th March	Shanghai, Moji and Kobe.
"KARMALA"	9,128	18th March	Shanghai, Moji and Kobe.
"MALWA"	10,941	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Rates, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornhill Road Central, HONGKONG. Agents. [1]

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.****REGULAR SERVICE** of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

AMOY & FOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAICHING ... Saturday, 9th October, at 14 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Fochow (Parade Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

CHINA NAVIGATION CO., LIMITED.

HONGKONG & HAIPHONG	"TEAN"	On 8th Oct. 11 a.m.
AMOY, SINGAPORE & BANGKOK	"KAYING"	On 9th Oct. 6 a.m.
SHANGHAI & TSINGTAO	"SUIKANG"	On 9th Oct. 6 a.m.
SHANGHAI & NEWCHOW	"LIANGCHOW"	On 11th Oct. 6 p.m.
AMOY & SHANGHAI	"SINKANG"	On 12th Oct. 6 a.m.
BANGKOK	"KWANGTUNG"	On 13th Oct. 4 p.m.
SHANGHAI	"SOOCHOW"	On 14th Oct. 6 a.m.
WELSHFAIR, CHEFOO & TIENTSIN	"HUICHOW"	On 15th Oct. 4 p.m.
NINGPO, SHANGHAI & NEWCHOW	"LINAN"	On 16th Oct. 6 a.m.
SHANGHAI & NEWCHOW	"LUOHOW"	On 17th Oct. 6 a.m.
AMOY & SHANGHAI	"SZECHUEN"	On 19th Oct. 6 a.m.
AMOY & SINGAPORE	"ANHUI"	On 19th Oct. 6 a.m.

SALOON PASSAGE RATES, HONGKONG TO SHANGHAI and vice versa, Have Now Been Reduced To

\$80 SINGLE and \$90 RETURN.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**

Telephone Central 36.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,
VIA MANILA AND THURSDAY ISLAND.Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DAYS HONGKONG ON OR ABOUT	SAILING HONGKONG ON OR ABOUT
CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December
TAIPING	8th January	14th January

For Freight and Passage Apply to— **BUTTERFIELD & SWIRE.**

Telephone Central 36.

Agents. [5]

DODWELL & CO., LTD.**NEW YORK BERTH**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE" ... Sails on or about 19th October.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

M.V. "VIMINALE" ... Sails on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "PIUMI L" ... Sails on or about 8th October.

M.V. "VIMINALE" ... Sails on or about 20th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents. [17]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BATH"	... Via Suez Canal	8th October.
S.S. "TEQUERA"	... Via Suez Canal	22nd October.
S.S. "CITY OF BARODA"	... Via Suez Canal	5th November.
S.S. "NINGCHOW"	... Via Suez Canal	19th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE, LTD.** HONGKONG.
HONGKONG AND CANTON. **JARDINE, MATHESON & CO., LTD.** CANTON.

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